

Registered by Australia Post — Publication NO. N2266

# Freewheeling

NUMBER TWELVE \$2.00\*





# inner city cycles

## The one stop touring shop

### Cycle Tour

At Inner City we build most of our touring bicycles to order. Seldom two bicycles are the same as each person has their own requirements. Our Cycle Tour bicycles are not just another production machine.

OPTION TWO ☐ Price \$320.

This bicycle is the ideal touring machine for a moderate financial outlay. Wide range gearing is made possible by the addition of Shimano 600 gears. Specification: ☐ Frame sizes as for option 1 also with ☐ guarantee ☐ Alloy handle bars and recessed bolt stem ☐ Cloth tape ☐ Sugino or Suntour cotterless chain wheel set. Ring sizes 36-52 ☐ Alloy pedals with reflectors ☐ Shimano 600 EX front derailleur, 600 GS (long arm) rear derailleur ☐ Vinyl anatomic touring saddle ☐ Choice of gear levers on stem or down tube ☐ Alloy wheels: Alloy rims, 14 gauge spokes (4 cross pattern) alloy solid axle hubs ☐ Strong touring tyres ☐ Alloy side pull brakes ☐ Strong pannier rack.

### Tools Parts

Because we bicycle tour ourselves, we know how important good tools can be if self-sufficiency on the road is important. We carry a complete range of spanners, pliers, screw drivers and specialist tools and complete tool kits. We will also advise you on the best tools to take on your trip.

In our two shops in Glebe Point Road you will find quite an array of bicycle parts and accessories for bicycle touring. Replacement parts for our CYCLE TOUR

bikes are always available. Other items stocked are ☐ Safety gear, helmets, vests, flags ☐ Camping accessories ☐ Bicycle accessories ☐ Racks ☐ Parkas and Capes. In fact anything you need to make your bicycle expedition an enjoyable experience you will probably find at Inner City Cycles.

### Paddymade



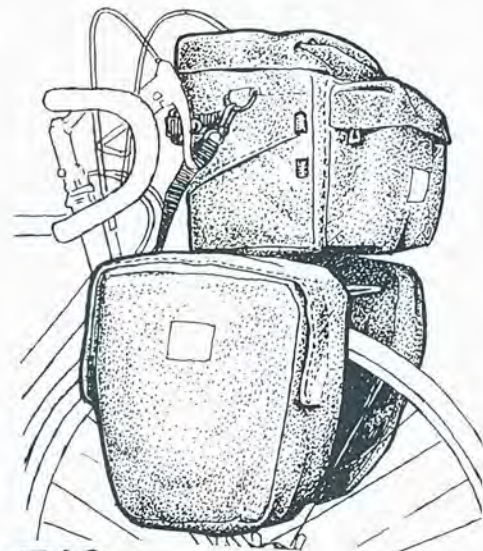
We stock a wide range of quality Paddymade equipment made especially for Australian conditions. ☐ Sleeping bags, Kiandra, Hotham, Bimberi, Bogong ☐ Tents in long life cotton japara ☐ Camping accessories, pegs, poles, water buckets and capes.

### Karrimor



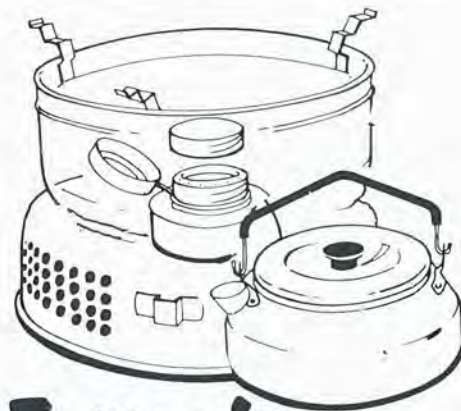
You can inspect the Karrimor range of pannier bags in our touring shop in Glebe.

These bags have many imitators but Karrimor is the original. Models include ☐ Iberian pannier (top of the range) ☐ Standard rear panniers, available in red nylon or green cotton canvas ☐ Universal pannier. Usable as front or rear bags. ☐ Front pannier in red nylon or green cotton canvas ☐ Bardale and Bardet handlebar bags ☐ Pannier stuff sacks ☐ Front and rear pannier racks ☐ Replacement parts and repairs available.



### Tika

These bags and outdoor equipment are made in New Zealand from quality materials. We stock ☐ Rear pannier bags. ☐ Front pannier. ☐ Handlebar bag, all in strong waterproof canvas.



### Trangia

Of all the portable lightweight camping stoves we've seen the Trangia range from Sweden beats the lot. Definitely a 'system' stove, there is a full range of pots, pans and kettles to compliment the stoves. Trangia uses methylated spirits so it burns silently and needs no priming. Metho (alcohol) is a renewable resource. Primus white spirit stoves are also stocked.

Don't let the name fool you we're more than a big-city bicycle shop.

# inner city cycles

27 - 29 Glebe Pt. Rd., GLEBE NSW 2037 Telephone (02) 660-6605





# Freewheeling 12

SEPTEMBER 1981



PRODUCTION STAFF FOR THIS ISSUE:  
Julie Wiggins, Amanda Holt, Warren Salomon, Michael Burlace, Wayne Kotzur.

TYPESETTING: Rat Graffix 212 5649

PRINTING: Panacea Press 211 1089

PUBLISHER:

Freewheeling Australia Publications  
PO Box 57, Broadway 2007  
Phone (02) 660 6605.

REPRODUCTION: All material appearing in *Freewheeling* is copyright. No part of this magazine may be reproduced in any form without permission in writing from the publisher.

©1981 Freewheeling Australia Publications.

ISSN 0156 4579

Articles represent views of the authors and not necessarily those of the publisher.

AUTHORS & CONTRIBUTIONS: Well researched articles (preferably accom-

panied by photos or graphics) are welcomed by the publisher. The text should be typed double-spaced and black and white photographs should be accompanied by captions. Touring articles should come with a clear map of the route described. These will be returned to authors after publication.

Letters for the reader's column *Write on* are also welcomed — typed if possible.

## DISTRIBUTION:

Newsagents NSW: Allan Rodney Wright (Circulation) Pty Ltd, Tel: (02) 357 2588.  
Newsagents VIC: Melbourne Wholesale Newsagency Pty Ltd, Tel: (03) 67 9249.  
Newsagents SA: B.G. and K.L. Fuller, Tel: (08) 45 9812.

Bicycle Shops AUSTRALIA: Outdoor Agencies (02) 699 7698 and Hanley Trading (02) 666 9675

## Contents

Write On	4
Newcastle Bike Plan	7
Early Road Maps	8
The Alpine Way	12
To the Top of Australia	15
Around the Country	16
Melbourne to Beechworth Trail	17
Rear Pannier Survey	26
The Leather Fetishist	32
Your Subscription	35
Touring Shop	36
Tassie Touring Guide	39

Wondering who wrote the piece in the last issue about touring New Zealand's South Island? It was David Yeoman. Sorry about leaving that out.

## Stop press

A copy of the Newcastle Bike Plan leaked to *Freewheeling* shows that our fears are real. The study does not refer to plans for Sydney at all, nor does it suggest that the government move toward a plan for the metropolitan area. The bureaucrats have also succeeded in angering some senior ministers by trying to contain the report within the bureaucracy, despite cabinet's initiation of the study. There will be more news in later issues. See earlier article on page 7.

Cover: Climbing out of Sugarloaf Creek, north of Broadford on the Melbourne to Beechworth Cycle trail, see guide on pages 17 to 24 of this issue. Photograph by Jane Waddy. Above: Cresting the Gibraltar Range in northern NSW going in the opposite direction to the famous Grafton to Inverell race. Photograph by Warren Salomon.



# Write On

Kay Growden reports on an unusual Easter event which introduced her and hundreds of other people to one form of bicycle touring. The event will be repeated next year.

Quietly I stood at our suburban railway station waiting for the train's arrival to load our bikes and camping equipment, to be taken into town for the start of Bike Hike, 50 km the first day, 45 the second.

This was the first of its kind in South Australia and being a very new bike tourer I was excited, but apprehensive about the two days ahead. We were early and able to witness the arrival of the bike hikers. There were all kinds of bikes. Brand new latest models, children with their 20" wheels — BMX and smaller, old bikes all rusty and without gears, even a smart tandem.

What a sight when all 350 of us started. At first the pace was a bit fast, as everyone was anxious to get out of the city. I swapped my helmet for a cap and really started to enjoy myself. The road we followed took us past fields of strawberries (some stopped and bought some), rows of apple trees and small mixed farms. Although it has been very dry the Torrens River was flowing swiftly, almost as though it was defying our casual pace.

Many things were discussed along the way (with strangers, but they seemed like friends), lambswool seat covers, panniers — others spoke of their touring experiences.

My interest was being aroused.

After a rather lengthy pull up Cuddlee Creek Road past the rather low Kangaroo Creek Dam, lunch and another two drink stops, we began to head for Birdwood.

This part of the Adelaide Hills is rather special to me, as my forebears settled here after pioneering their way from Germany back in the 1800s. What an experience, they came this way so long ago, the first pioneers with their German wagons and faithful bullocks, now so many years later I was also a pioneer on this first South Australian Bike Hike. This feeling seemed to give me strength and I pedalled strongly into Birdwood oval.

What a sight. Already a tent city had started to grow. The Army Reserve Transport Company had carried the gear of novice hikers like myself. My husband and I established our tent home amid every kind of tent you could think of.

Dinner was at 5pm and everyone must have been hungry as the Army cooks didn't have to call twice, who said Army food was no good? The steak (sorry vegetarians) soaked in gravy with potatoes, peas and carrots was beautiful. Followed by peaches and custard. Tea or coffee, bread and jam.

Although the day was warm, the night was cold and we gathered around the two huge bonfires and listened to a folk group. Some went to bed early (exhausted), but most of us joined in the fun. The people shared stories.

It was 6 a.m., the roosters weren't even up yet! It was still quite dark, freezing cold and, there was a heavy fog. As I was staggering over to the cooks for a cup of tea, wearing everything I took, my dreaminess was shattered by the sound of the Army bugle. Great . . . . . I like it!

At last the sun rose and we were in for another beautiful day. We were all ready to go early. Off we went, past the Birdwood Lutheran Church, built over a century ago, and onto the Williamstown Road. The first hill I came to I had to walk up, how undignified, but from then on it was plain sailing.

Lunch at Williamstown can't be forgotten. All 350 bikes were lined up along the oval fence, the sun catching the reflectors and chrome, such an array of colours. Although it was very pleasant relaxing in the sun, everyone was keen to get going again.

As we passed through the sleepy hollow of Williamstown the friendly townsfolk lined our route and offered an encouraging wave and smile. As we neared Gawler, the traffic started to increase, and I was brought back to reality, unfortunately, after passing

through some of South Australia's more picturesque country.

"Single file" blared the loud speaker of a police car. Most motorists seemed amazed to see so many cyclists and some of them looked envious, some even offered a wave. Just before Gawler I was embarrassed by another steep hill, but from then on it was plain sailing (sorry, cycling). To the surprise of the organizers we all arrived at the Gawler railway station early.

Much to my surprise I had made the meagre 95 km better than expected. What an enjoyable weekend we all had. The organization by the *Sunday Mail*, Life Be In It and the Arndale Kilkenny Amateur Cycling Club was impeccable. The weather was beautiful and the countryside (which I love) was at its best. We went for a quick tour of Gawler by bike (I managed a three-corner jack and a puncture), then it was onto the goods train for our bikes, and into a Super Train for us, and back to the city.

The upholstered seats were certainly a luxury for my tender bot. Definitely my saddle is going to be padded with foam and sheepskin from now on.

After a quick goodbye to new friends, we returned home. I am now hooked on touring after having a taste of it, and with a determination to conquer steep hills, my husband and I are headed for the roads of the world, well, Australia first anyway.

*Below:* Some idea of the number of riders is possible from this view of the lunch stop at Williamstown Oval.





## In Search Of The Man With Rubber Pedals.

In your August 1980 issue you ran an article, *The Man With Rubber Pedals* by John Robinson, about a run along the south-west coastline which extends from Perth to Bunbury.

Being a Sandgroper who moved to the eastern states almost two years ago, I am very familiar with this route, having spent many weekends staying at my parents' beach house just out of Mandurah. Consequently I became very nostalgic on reading John Robinson's story. Coincidentally, I was returning home for my Christmas holidays and taking my pushy, so the idea of doing the run on the bike had a lot of appeal.

John, (the writer/rider) spoke of a fellow cyclist he met along the way who had had enough of sitting around doss houses with "bloody winos and no-hopers". He purchased a 28" pushbike without gears and hit the road.

The writer discovered this interesting man along the old coast road. Funnily, I felt a fond affection for this old boy. Does one's heart good to hear of someone labelled skid row material suddenly rejecting this identity and attempting an alternative lifestyle. It must be a difficult transition to make.

I guess it was my patriotism ringing through. Good to see a Groper making a go of things. This, coupled with my familiarity with the coast road made it a must to cycle. So I did — doing all the wrong things, setting out as the southerly breeze was setting in, no tools, no spares, breaking every rule of a bike enthusiast.

I had my camera and that was my first priority. You see, from the time I read of the old digger, all I knew was I was going to see this fellow along the track (the eternal optimist). And for all my optimism I rode that track, camera loaded and never set eyes on him. What a disappointment. The whole idea of ever seeing him now became very elusive. Impossible and absurd. I returned to Perth after a few days. Hitched a ride to Scarborough beach to avoid the full effects of a hot summer's day. It was still relatively early in the morning but the sun was showing no mercy and indicating it had no intentions of relenting.

It was along this highway to the beach I saw him. Heading in the opposite direction with his head bobbing in and out between the cars. Appearing and disappearing. I was rather excited about this, momentarily forgetting where I was and

performing like a Mexican jumping bean with a bad case of hysteria.

The driver never did appreciate it. Even when I explained my conquest. Thought it was all a bit futile. Funnily, I've told the story to my friends in Perth and here on the east coast. They don't seem to understand it either. Why do we search for so much profundity in life? (Man, that's profound!)

Laraine Reason  
Drummoynes 2047.

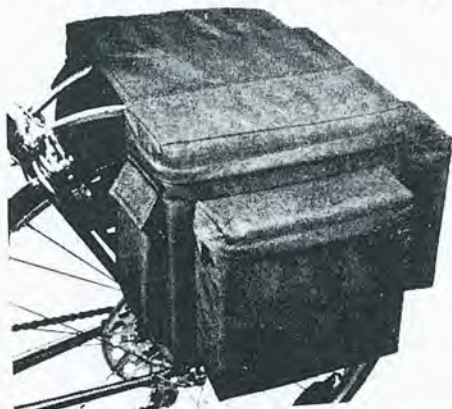
A large black and white photograph of a person wearing a Bell biker helmet, shown in profile.

**BELL. BIKER HELMET**

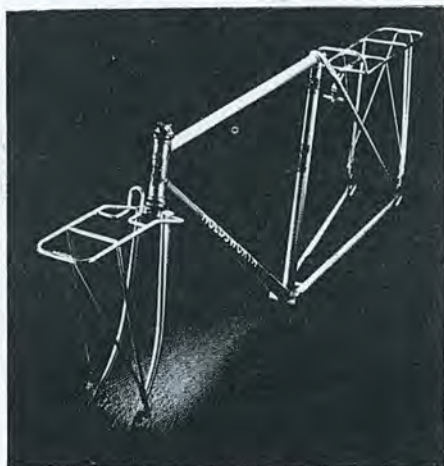




Bringing you the most functional and affordable bicycle accessories.



Strong, Light & Rigid Alloy Racks to carry the load.



Available from  
Good Touring Shops.

Trade enquiries to:  
Leisure Bikes  
P.O. Box 1026  
North Richmond 3121  
(03) 861 6771

## The Invasion of the Helmet People

by the Bikie Bard.

Of late a breed of cyclist's grown: the Safety-crazed Crusader,  
You'll see him riding through the town clad like a Space Invader,  
He wears a Moonie helmet to save his brain-crammed head,  
So terrified of accidents he keeps it on in bed.

He thinks the manufacturer is caring for his brain,  
With gimmick that's designed to give the quick commercial gain,  
It hasn't yet occurred to him — the peril of the Dome,  
If he knew its disadvantages, he'd leave the thing at home.

'Twas ever thus with callow youth — new converts to the game,  
No sooner hear the message than commence to preach the same,  
He thinks three weeks' experience makes him an expert proud,  
And armed with little knowledge, he lectures long and loud.

He quotes some soppy thesis for a drong's Phd,  
And, spouting soft statistics, he pontificates with glee,  
But in horrendous accident (when flattened by a truck),  
That helmet won't protect him (unless it brings him luck),

But Man's cervical vertebrae will easy slip amiss,  
So, heavy hats in minor spills can cause paralysis,  
Effects of increased temperature upon the human brain,  
Outweight imagined benefits of "Impact Safety Gain".

And Nature, who (in wisdom) knows that heads sometimes get knocks,  
Designed the skull accordingly to shield the brain from shocks,  
But, take a foam-lined bucket and wear it on your head,  
The shock transmits to fragile parts and, like as not, you're dead.

But what is most annoying with this misguided youth,  
He wants to force the rest of us to share his mystic truth,  
He lobbies politicians all up and down the nation,  
To make us wear the bloody things by force of legislation.

He'll soon make the discovery in accident reports,  
That legs are injured more than heads in cycle-racing sports,  
Then mount another press-campaign with more statistics tripe,  
To have us sheathed from hip to toe in rigid welded pipe.

Peter C. Kent,  
Curtin 2605.

## If you can't make your own THE LEATHER FETISHIST will do it for you . . .

**PANNIERS:** Superdux and leather with 2 shoulder straps and Plywood rear panel. 50 litres/pr. \$74.00 per pair. Postage and packing \$2.00.

**HANDLEBAR BAG:** featured in this issue. 11 litres capacity. \$39.50. Postage and packing \$2.00. Please specify bike frame size.

SEND MONEY ORDER TO:

DOUG THOMPSON  
21 Gilruth Street,  
Hackett A.C.T. 2602



# Newcastle Bikeplan

In politics a week can be a long time and a month an eternity. As the time taken to complete the Newcastle Bike Plan drags on and on, active cyclists could be excused for wondering if it will take forever. In the last issue we noted that the plan's alleged release date was July 1. This has proved to be another false start and current opinion is that the plan is running a couple of months behind that schedule.

In Newcastle, the plan's main proponent, the Newcastle Cycleways Movement, has been working all-out to ensure the success of the project. Its major concern to date has been over the conflicting statements of policy which have been coming from the NSW government. The NCM fears that unless the government, and in particular Premier Neville Wran, re-asserts or redefines his government's policy on bicycle transportation, then the bike plan cannot and will not be implemented. The main issues of contention are outlined in an 18-page submission to the premier dated May 1981. At the end

of July the group had not received a reply.

By now, our more astute and concerned readers would have made the connections and picked the discrepancies between what the politicians and their bureaucrats have been saying. The most blatant of these appeared in a letter to the publishers of *Freewheeling* from the then-chairman of the State Bicycle Advisory Committee, G. Messiter, which appeared in issue ten under the heading *SBAC feedback*. In his letter he states that the SBAC was established "to advise the government on all aspects of planning for the use of bicycles in New South Wales including safety, education, law enforcement and technical advice on construction; also co-ordinate the activities of all the authorities involved." Mr Messiter then goes on to state that the government's view is that planning for pedal cyclists should remain a local government matter and that NSW government funds are only available on the basis of 50/50 grants to local councils through the SBAC.

Since the letter was written, Mr Messiter has been replaced as chairman but the government has not stated how it intends funding or implementing its major bicycle planning initiative to date, the Newcastle bike plan.

Later in his letter, Mr Messiter refers to the Newcastle Engineering Report and glibly states that feedback on it "will doubtless be used by the Newcastle City Council as a guide to implementation of more bicycle facilities."

The amazing thing about all of this is that the public servants who administer the \$350,000 per annum budget of the SBAC actually believe that the bike plan is just another localized engineering report. This conveniently ignores about 75 per cent of the bike plan report and the fact that those education, enforcement and encouragement programs are designed for state-wide application. All the more reason to assume that the public servants who make up much of the SBAC have never seen the bike plan report or are completely unaware of the main thrust of its government's major contribution to bicycle planning.

The present committee should be reminded that in February 1979 following a cabinet decision, the Newcastle Bike Plan Study was sanctioned and the Traffic Authority was to administer the plan. The full scope of the bike plan is outlined in the brief provided to the prospective consultants which states in part "it is proposed to prepare a bikeplan for the Newcastle Metropolitan Area. This project is aimed at not only achieving that objective, but also several broad statewide objectives in regard to the use of bicycles." In short, the bike plan was to be a pilot study for the whole of NSW in much the same way as the Geelong bike plan was for Victoria.

The success of this approach to statewide planning has been shown in Victoria — all the more reason to try it in NSW. Clearly this approach is preferable to the piecemeal approach of the SBAC which has already funded at least two projects which could only be described as colossal planning blunders. (Moore Park in Sydney and Mount Drutt in Sydney's outer west).

This kind of approach to planning in NSW goes back to well before the days of the ill-conceived County of Cumberland (Sydney) planning schemes. It would be disastrous for cyclists in this state if the blunders were allowed to continue in the field of bicycle planning. If the Newcastle bike plan is to be successful, cabinet must re-affirm its commitment to sound planning and fund and implement the scheme. Only cabinet can do this as the SBAC with its limited budget cannot possibly fund a project of the size of the Newcastle bike plan.

It would also be a good time for the government to embark on a major overhaul of the SBAC and its role in bicycle planning matters. A neutral and independent chairperson with direct access to the minister should be appointed and the likes of Mr Messiter who are still in the Ministry of Transport removed once and for all from the area of bicycle planning. It is time also that the Wran government realized that its worthwhile initiatives and good track record are being wrecked by public servants who care little about the bicycle as a significant mode of transport worthy of a place in any transport system.

Cyclists from all over the country, not just NSW, are waiting on the Wran government for some re-affirmation of its existing positive policies on bicycle transportation. History may well regard this statement on cycling as one of the most far-reaching and beneficial a government could make in times of dwindling liquid fuel supplies. For cyclists the weeks and months ahead may seem agonizingly long, but if the Premier responds positively then it will certainly have been worth the wait.

Warren Salomon  
FREEWHEELING 7





# Early Australian Road Maps

by Jim Fitzpatrick

Road maps — designed specifically to inform travellers of road surface conditions, distances, directions and facilities en route — were developed by and for cycle tourists during the 1890s, before the motor vehicle was part of the transport scene.

The pneumatic-tyred safety bicycle created a craze in Australia during the 1890s, and by 1900 there were an estimated 200 000 in the country. The machine was strong, durable, reliable and, by mid-decade, relatively cheap. As well, it was fast — two to three times as quick as a pedestrian or horse over prolonged distances. For Australians, as for many other people around the world in the 1890s, the mass-produced device offered a personal transport revolution. City-dwellers visiting the country were no longer confined generally to railway, riverboat or coaching routes; instead they were able to explore areas and roads that were hitherto essentially inaccessible.

Large numbers of urban cyclists began touring the highways and byways. Since distances of 80–120 kilometres in a day were common, and 160 kilometres not unusual, weekend pedallers were able to explore extensive areas around the large cities. Others travelled farther afield, including the Australian Alps; in 1894 the Mt Hotham area was first cycled, and a bicycle was taken atop Mt Kosciusko by late 1898. Intercapital tours were undertaken by individuals and groups, both male and female, and several bicycle organisations, devoted solely to touring, were formed.

In the outback the machine found its own niche. The first overland cycle journey (from the Gulf of Carpentaria to Melbourne, was made in late 1893. By 1894 special messenger cyclists were an important communication link on the Western Australian goldfields. Quite simply, the bicycle was a utilitarian device adopted by a diverse array of travellers throughout the continent. Those pneumatic tyre tracks were seemingly ubiquitous.

The development of mass cycle touring meant that thousands began touring areas that were formerly the province of teamsters, local residents, workers and commercial travellers. The urbanities-cum-rural adventurers suddenly found themselves face to face with the realities of rural Australian roads — and occasionally lost. The riding surfaces proved highly variable from area to area, season to season, and even hour to hour, depending upon the weather. As likely as not there were no signposts at intersections

8 FREEWHEELING



*Top:* In 1909 Dunlop Tyres sponsored a relay ride of cyclists between Adelaide and Sydney via Melbourne. The route included the Coorong, a notorious coastal strip of sand dunes, marshes and lagoons in South Australia. Prior to the race a Dunlop team, led by Harry James, motored the route. In the Coorong they encountered extreme difficulty in getting through. Two cyclists became lost in the area during the course of the race. *Bottom:* These three cyclists repairing a puncture on a Victorian road in 1896 demonstrated one of the hazards of riding. They also helped the photographer, Rudolph Mumby, win first prize in the Bicycle Figure Subject category of *The Australasian's* photographic contest that year.



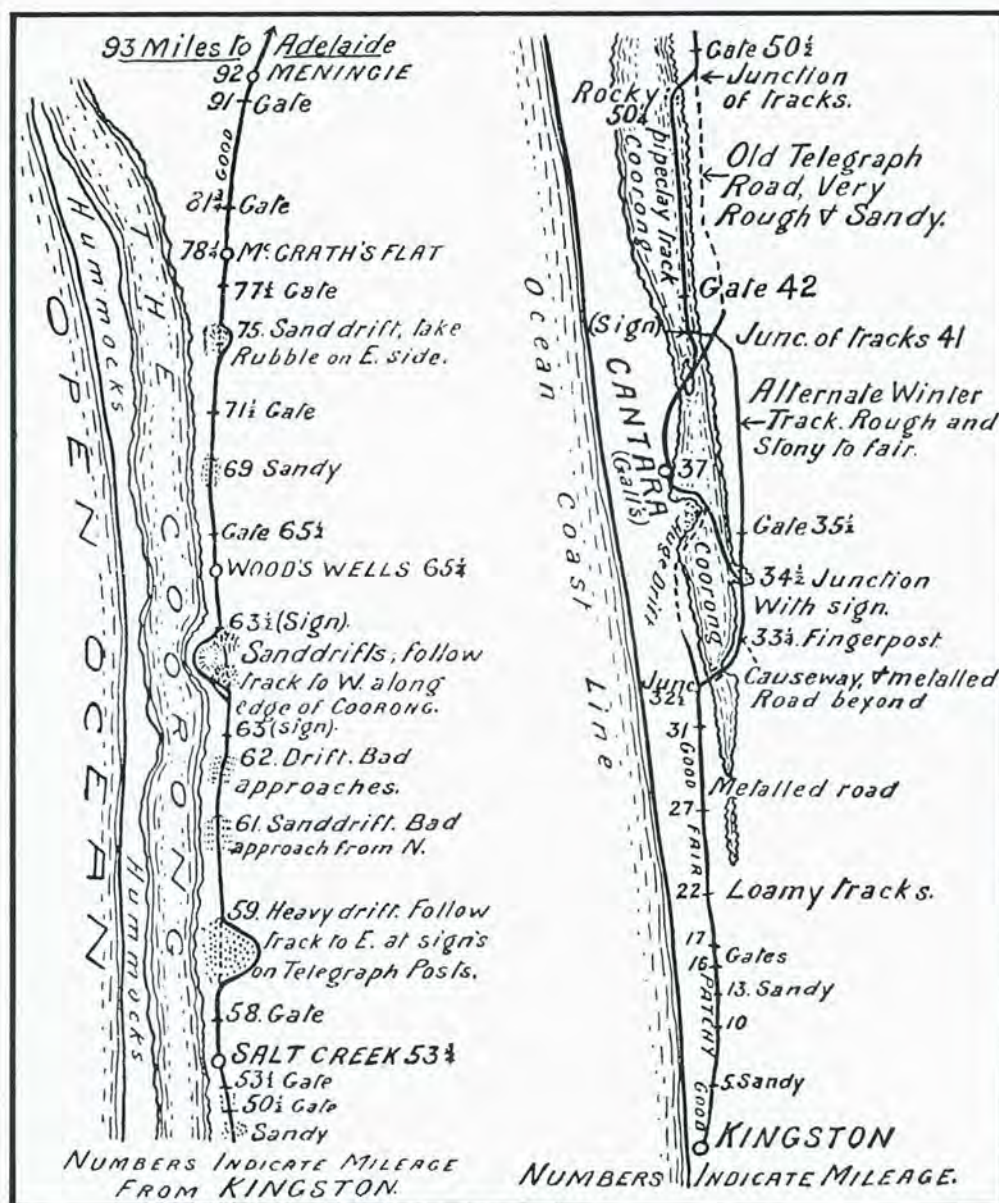
indicating which roads led where, or how far it was to the next community. Mile posts were often lacking, and even along roads where they had been installed (often decades previously), they were sometimes missing or faded. There were rarely any dangerboards warning, for example, of steep gradients. And the location, nature and quality of eating and sleeping facilities were not widely known or advertised, nor could the information be readily obtained.

By the late 1890s there had been a number of maps published in the various colonies that showed, among other things, rural roads. These included, for example, *Moore's Map of New South Wales, 1877-8*; *Pearson & Co's New Pocket Map of Victoria, 1865*; and the *Map of the Settled District of Melbourne*, published by the Central Land Office in the 1860s. However, as the cyclists quickly discovered, there were problems in attempting to use them for touring. Often the scale was too small, meaning that many local roads were not indicated. Some gazetted roads which were marked on the maps did not yet exist. And some very good roads, long used, were not marked at all. Surface conditions were rarely described, nor were accommodation and eating facilities listed. And many of the maps were simply not readily available. In summary, they were neither designed for, nor did they prove suited to, the particular needs of the cycle tourists.

Many roadmaps were produced by the late 1890s, through the efforts of individual cyclists like George Broadbent and Major M. O'Farrell of Victoria, and Joseph Pearson in New South Wales. Organisations like the New South Wales Cyclists' Touring Union, and publishers of newspapers, magazines and cycle journals produced road maps as well. The maps varied greatly in quality. Some were extremely detailed, while others gave little information of value to cyclists.

A number of touring guides were also compiled, usually to accompany maps. The most outstanding example was that published by the New South Wales Cyclists' Touring Union in 1898. It consisted of two small volumes, the *Handbook* and the *Guide*, held in a bound, pocket-sized case. The *Handbook's* 136 pages provided information on gear ratios; care and repair of the machine; legal and medical tips; phases of the moon, and sun and moon rising and setting times; telegraphic, railway and steamer rates; the names of the local Touring Union Consuls (33 of them, in such towns as Bourke, Bingara and Delegate); and the Union's constitution, rules and member clubs. As well, the Union arranged for its members to receive discounts of from 20 to 33.33 per cent at many hotels and listed the tariffs for 171 hotels about the colony.

The 234 page *Guide* (including a 43 x



Above: In 1912 Dunlop sponsored another relay race over the same route, matching bicyclists against motorcyclists and motor cars. To prevent a recurrence of lost racers, Dunlop hired George Broadbent to map the Coorong section. The portion of his map reproduced here indicates the results. It was the most detailed map of any kind yet prepared for the area, and copies were given to the military.

67 centimetre folded map of the colony) indicated intermediate and cumulative mileages between each important town (but not on the map itself); the formation of main and branch roads; what the surfaces were like in varying weather conditions; the specific soil; where to cross rivers, depending upon the flow; dangerous gradients; where pushing was required; and facts of importance in particular areas (such as 'look out for bullocks'). All of this was given for several thousand miles of roads.

The cycle touring organisation also established the basic principles upon which later motoring organisations were founded. They enrolled members, contracted for local representatives in country towns to assist tourists passing through, negotiated discounts at hotels for club members, provided maps and guides, offered tips on how, when and where to tour, and advised on the care of bicycles. Not surprisingly, numerous

cycle club members were later involved in the development of motor touring clubs and similar organisations. Joseph

### Ride for awareness

This is a cyclothon from Sydney to Canberra from September 26 to 29, 1981 to raise money for the Spinal Research Foundation for research into paralysis, improved aids for disabled people and into the problems facing them. You can sponsor the team or some of its riders or take part yourself. Send donations to HAC Cycling Club, Hawkesbury Agricultural College, Richmond 2753. The ride starts at the Royal North Shore Hospital for the 70km leg to Richmond. For further information, contact Michael Mullen on (045)72 1350 after hours.





# HIKER-BIKER PRODUCTS

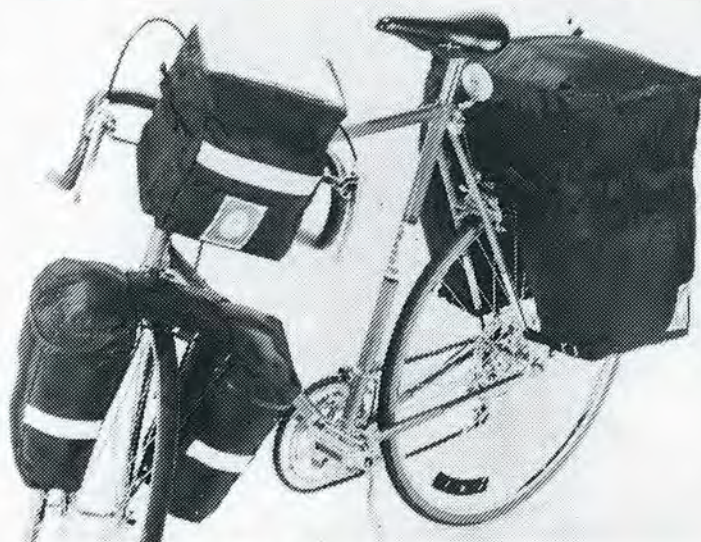
★ DELUXE SADDLE BAGS

★ HANDLEBAR BAGS

★ SADDLE ROLLS

★ CYCLISTS CAPES

★ SLEEPING BAGS



★ COMBINATION PANNIERS

★ FRONT PANNIERS

★ REAR PANNIERS

★ UNIVERSAL PANNIERS

★ TOURER PACKS

AUSTRALIAN DISTRIBUTORS —

*N.S.W. & QUEENSLAND.*  
**OUTDOOR LIFE PTY LTD**  
 222 Pacific Highway, Hornsby, N.S.W. 2077  
 Tel. (02)476-5566

*VICTORIA, SOUTH AUSTRALIA, TASMANIA*  
**RICHARDS McCULLUM PTY LTD**  
 P.O. Box 14, Abbotsford, Victoria 3067  
 Tel. (03)4194211

**NOW AVAILABLE FROM BICYCLE SHOPS AND OUTDOOR SPECIALIST SHOPS**

Manufactured by — **THE INTERNATIONAL LUGGAGE CO. LTD., P.O. BOX 498, PALMERSTON NORTH, NEW ZEALAND.**



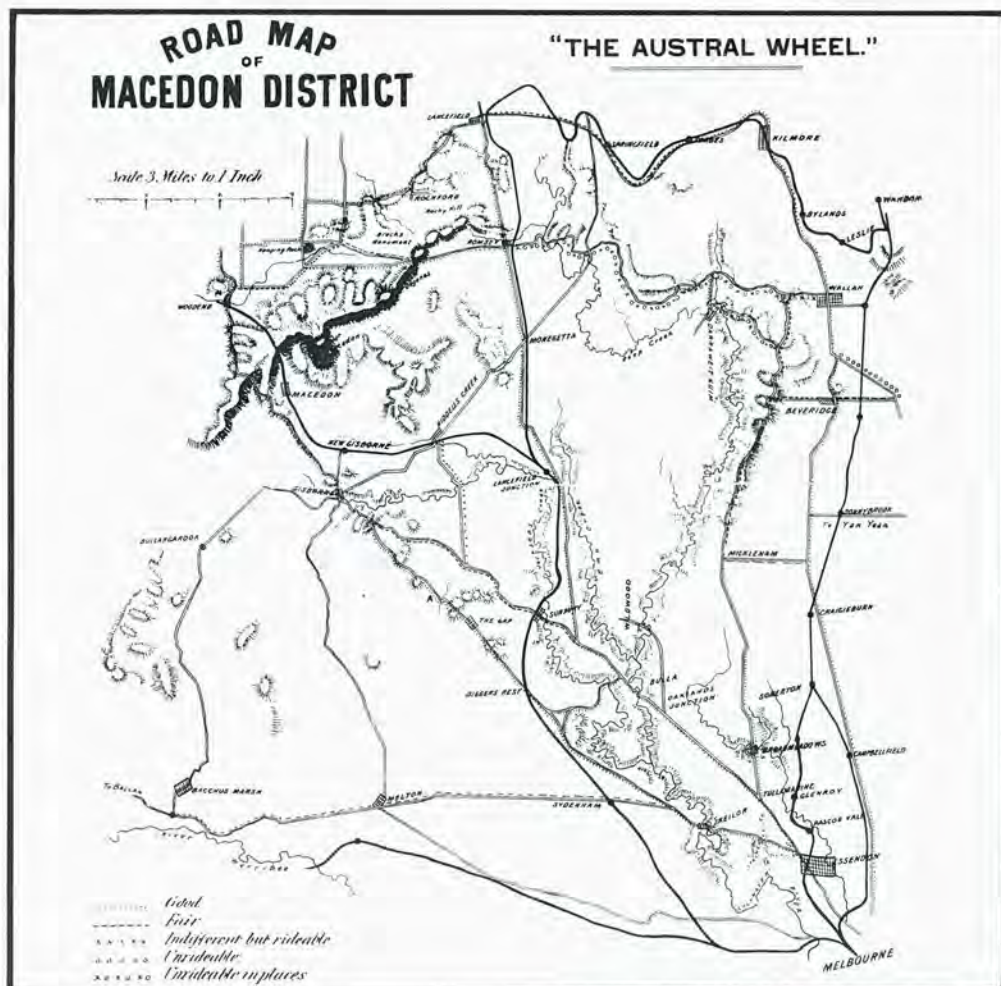
Pearson, in New South Wales, was an adviser in the establishment of that colony's Government Tourist Bureau.

Thanks to the cycle journals, cycling organisations and individual mapmakers, the Australian public had available, by 1899, an impressive amount of information on touring and road conditions in the country. This allayed many doubts about tour planning, and made it a straightforward process. As well, many readers who might never pedal found the material of interest. The Victorian cycle journal, *The Austral Wheel*, for example, published a *Guide to the Victorian Alps* as a supplement to its December 1897 issue. Quite aside from details of road conditions, it provides a great source of armchair reading (even today!) on the area. The cumulative effect of all this material was to develop a new national consciousness with respect to touring in Australia.

Perhaps the best indicator of the impact of the bicycle upon Australian touring and road map development is the fact that George Broadbent also produced 110 000 copies of his Victorian road map by 1910. There are no figures on how many were produced by other Victorian mapmakers, or those in the other colonies (especially the prolific Joseph Pearson and H.E.C. Robinson of New South Wales). However, probably at least 200 000 road maps were printed for separate sale by 1910, not counting those included in the various issues of magazines, newspapers and cycle journals — and by 1910 there were still fewer than 5 000 motor vehicles in Australia.

The use of the innocuous pushbike provided the impetus for the development of a new facet of the Australian cartographic industry, and the one that has probably been most familiar to most persons ever since. Never before had so many Australians bought, perused, or felt the need for, so many maps. Like the bicycle, maps had become a mass consumption item.

*Above, opposite:* This corduroy road in Gippsland, eastern Victoria, was photographed in 1895. While such surfaces were invaluable in getting through extremely muddy areas, they were benumbing for cyclists, many of whom preferred to push their machines over them. *Top Right:* A major step in the history of Australian road map development was the series of 22 road maps produced by the Victorian cycle journal, *The Austral Wheel*, between January 1896 and February 1898. At a scale of three miles to the inch (1:190 080) they were the most detailed road maps of the era. They included not only maps of various parts of Victoria, but possibly the first road maps for parts of Tasmania and South Australia as well. *Right:* By 1896 cycling had become so popular in Australia that road maps were being published in magazines. This Tasmanian map, one of the earliest road maps of the colony known, was printed in *The Australasian* in November, 1896. It is typical of the general quality of magazine maps of the 1890s.





# The Alpine Way

In *Freewheeling 11*, David Martin described his trip from Mount Gambier to Melbourne. Here he resumes in Albury and travels to Canberra.

**Albury – Canberra via Walwa and Alpine Way (572 km)**

I caught the daylight express to Albury, having neither the inclination to ride up the Hume Highway nor the time to travel a more circuitous route. You get to Albury about 12.30, leaving plenty of time to make a good start. There are a number of different ways you could get to Khancoban from here, but the route I followed is extremely interesting and very good bike riding – I covered just under 120 km in just over 4 hours. From Albury I went via Bethanga bridge, turned left immediately after the bridge and followed the Murray arm of the Hume Reservoir, following road signs to Walwa. There are no stores along this road for over 100 km, though plenty of water from the Murray. Past Thologolong you leave the Hume Reservoir, interesting country spoilt by the dead trees in the lake, and follow the Murray proper through most beautiful country; the Murray Valley becomes just a narrow gap twisting through the hills, with the river winding through rich green flats with magnificent river gums. It seems as you ride that a horrendous hill climb must be just ahead, but always a gap opens up to allow the rider and the river through. A short climb up to Alfred's Pass, then a run down to the Jingellic turnoff. This is a delightful small town on the NSW side of the river with a lovely little camping ground – free – on the banks of the Murray, behind the pub.

It is pleasant riding from Jingellic through Walwa, Tintaldra and Towong. I turned off for Khancoban a few kilometres past here, but there is a stiff climb between here and Bringenbrong which would possibly be avoided by taking the alternative route at Towong. The Murray is crossed for the last time just before Bringenbrong, at a lovely shady area which makes a good resting or camping place. Another stiff climb before the Cabramurra turnoff, and then a few kilometres ride takes you to Khancoban. There are no stores on this route between Walwa and Khancoban, 62 km, and water can be a problem on a hot day. Khancoban offers a hotel, garage, supermarket and post office, though the latter I think is open in the mornings only. Once housing personnel of the Snowy Mountains Authority, the town relies mainly on tourists and the residential and office buildings seem largely closed down. There

is an information centre in town. There are no facilities whatsoever between here and Thredbo, nearly 80 kilometres and seven hard riding hours away.

From Khancoban up to the Murray 2 pondage is a long, arduous climb; I do not recommend doing it on a hot day. I did not need to dismount, but would not have wanted it any steeper. It is superb country, though. A long, steady climb follows to Scammels Spur lookout, with few downhill sections to ease aching leg muscles. There is water at the lookout, which has a spectacular view of the north-west face of Mt Townsend towering up over you, and of the ranges to the south which you have to climb between here and Tom Groggin. There is a very steep descent of nearly 8 km from the lookout, with magnificent views over deep timbered gorges to the bare rocky peak of Townsend. At Geehi junction the road turns to gravel; there is loose gravel, large rocks and corrugations in places, but it is basically not too bad down the steep descent to the Swampy Plain river. There is a delightful camping spot here just before the bridge, with plenty of soft grass, shade and running water.

Swampy Plain River crossing to Tom Groggin is something over 22 km of fair to good gravel road, no particularly steep climbs, and lovely bush. Through all of the gravel sections you will find the out-

side of the curves the best travelling – the insides are mostly deeply corrugated. There was surprisingly little loose gravel when I came through. A little past the Tom Groggin turnoff, just where the road turns east for the climb up to Dead Horse Gap, you catch your last view of the Murray, a cold clear stream here rushing down a rocky bed. This would make a good campsite.

And now comes the 18 kilometre section through the Pilot Lookout to Dead Horse Gap, a climb of about 1 000 metres. It is certainly one of the most beautiful climbs, and the most difficult, I have done, laden as I was then with a 17 kg load. Some of the sections were so steep I was skidding my way up them in my lowest gear, even with the load – my stupid pride would not allow me to get off and walk. As you climb, the trees become more stunted, with snow gums predominating, until through Dead Horse Gap itself (1 582 m), low heaths and grasses take over. There is a terrific view from the Pilot Lookout (1 425 m) to Pilot Mountain. Not far past here the gravel ends, a welcome sight, and easy grades take you up to Dead Horse Gap, with a fast 5 km downhill run to Thredbo at 1 380 m. The 45 kilometres from Geehi to Thredbo took me 5 hours including stops, an exhausting ride but certainly something to have accomplished –

*Below: The road between Khancoban and Geehi.*





especially when most people told me I'd never make it.

Thredbo is geared for the big-spending tourist trade; it is difficult to get a cheap meal there. I spent only an hour or so in the place, and then pushed on for Sawpit Creek. It is initially a fast run downhill, the wildflowers were out everywhere, and it was exhilarating riding after the hard slog earlier on. High on the Ramsheads a couple of patches of snow still lay, and it was crisply cold. Instead of going to Jindabyne township, I turned left at Lake Jindabyne and rode 13 km to Sawpit Creek, headquarters of the Kosciusko National Park and a good point from which I could ride the next day up to Kosciusko itself. There are, however, no stores here, a garage nearby sells some goods, so you need to be self-contained.

From Sawpit Creek (1 180 m) it is a stiffish climb of 4 km to Wilson's Valley (1 440 m) and then a long steady climb with some downhill runs, through Smigin Holes (1 680 m) and Perisher (1 750 m) to the end of the bitumen at Charlotte's Pass at 1 840 m. I left early in the morning from Sawpit, it was misty and cold and very beautiful as the mist cleared and I could see the country rising up in a series of hills to the bare summits above the snowline. A howling gale was blowing at Charlotte's Pass, the gravel road on to the summit had been closed to the tourist

buses that do a circuit run up there, but I pushed on regardless. Except for the last couple of kilometres, a bike is easier in fact than walking up this road, and much quicker. Don't be put off by doubting comments by people you meet — though pay attention to what the ranger on duty at the gate has to say about the weather, which can change dramatically and dangerously quickly. It is well above the snowline here, with the subtle colours of the heaths and low grasses contrasting with those of the countless wildflowers. It is a steady, winding climb, not too steep until the last section through Seaman's Hut and the final 200 metres from here past the bus parking area to the summit. This section is very steep and rocky, I was not assisted by a howling wind which at times all but stopped me in my tracks (or on my wheels, should I say). The final couple of metres to the summit at 2 228 metres I dismounted and lifted my trusty steed over the boulders alongside the cairn, and posed with it for a piccy using the self timer. So strong was the wind that a gust blew me and the bike over as I stood up! Magnificent views, particularly to the west over Swampy Plain River and the Murray headwaters where I had been the day before.

I guess riding to the summit of Kosciusko had been one of the chief aims of my bike trip, and having done it I pushed

on, back to Jindabyne for lunch — it was too cold for me up in the mountains, I didn't have the gear — and thence to Cooma, a total for the day of 160km, pretty tiring. Jindabyne to Varney's Range at 1 085 m has a few climbs, and from here it is a fast, pleasant run to Berridale. I then rode on to Cooma, after a bit of fortifying at the pub, against a strong headwind. Funny how I'd ridden both up Kosciusko and down it with strong gusty headwinds — you just can't win. Cooma has an excellent caravan park/camping group with good facilities and nice soft grass for pitching your tent.

The last 112 kilometres to Canberra are through quite pleasant country, a few steep climbs to keep your mind on your bike riding, and, when I did it, a rather dispiriting headwind. Water could be a problem on this stretch, the only stores being at Bredbo (34 km) and Williamsdale a further 43 km on. Fortunately it was cool when I rode it.

This is where my ride ended, the total distance of 1200 km covered in 10 riding days, through some of the most varied, beautiful and challenging country in Australia. I'd do it again (this time with a companion, I think) and spend more time on it to allow detours and exploring off the main roads. I'd certainly recommend it to other cycling tourists.

*Below: The author on the Alpine Way, snow is still lying on the mountains even though it is late summer.*





# the good gear for the touring cyclist from your bike shop



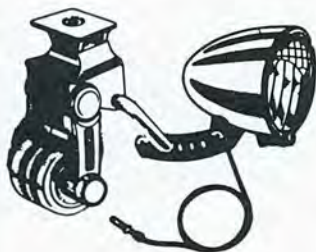
## Bell Helmet

America's premier bicycle helmet: over one million in use. Tough lexan shell with ventilation scoops. Additional sizing pads also available. Complete range of sizes.



## Anatomic Saddle

A new design with padded *bumps* to provide support. Designed to fit the human anatomy. Two models to suit the individual pelvic structure of men and women bicyclists. Choice of suede or vinyl coverings.



## Sanyo Dynapower

Bottom bracket mounting. Works directly off tread and it has less drag than conventional generators.



## Phil Wood Bottom Bracket

Fully sealed bearings by well known american manufacturer. Maintenance free... fit and forget.



## Bata Bikers

The american cycling shoe with stiffened sole. The ideal touring shoe. Available all sizes. Colours: black, blue.



## Berek Tail-light

Sensible quality. Cheaper to operate than most battery lights. Uses two D cells. Light body screw fixes to bicycle and reduces risk of theft.



## Berek Headlight

The brightest battery operated head light. Cheap to operate: uses D cells. Handy mounting, can be used as a torch.



## Handy Tour Tyre

Flexible nylon beading allows folding of tyre into small bundle (the size of a tube). The only way to carry a spare tyre.



## Mighty Tour Cranks

Sugino cranks in alloy. One-piece forged spider will accept rings 34 to 54 teeth.



## Sun Tour Ultra 6 Clutch

These 6 and seven speed clutches provide *ten-speed* simplicity with *fifteen-speed* gear range. When used with the Ultra 6 chain these clutches make for reliable high performance touring.



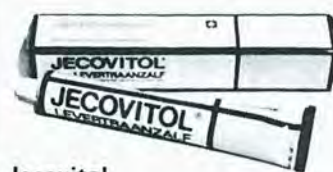
## Kangaroo Bike Beak

The bicycle carrier that's engineered by bike riders to transport up to 3 bicycles on any car tow bar. Simple to install.



## Hantrade Rear Panniers

420 denier nylon. Capacity 40 litres/pair. Clip fastening to rack for easy removal.



## Jecovitol

A medicated ointment for saddle sores. From Holland — the land of cycling.



## Safeguards

Bluemels white plastic mudguards with reflective stripe.





## To the top of Australia

Chris Bellamy was one of nine Canberra-based riders to take part in an "assault" on Australia's highest peak, here is his story:

Getting on top of Mount Kosciuszko is

something members of Pedal Power ACT seem to find irresistible. This year's climb on Sunday February 1 was run in perfect weather from the starting point of Sawpit Creek (altitude 1 300m). Sawpit Creek is distinguished by the

excellence of the camping facilities and its resident possum population who are not at all averse to interrupting camp fire tales of past rides with demands for food.

Under Bill Inabinet's leadership, we commenced our ascent at 9am. The first hill approaching Rennex Gap (1 600m) proved one of the steepest. Panting, we eventually made it to Daners Gap where the gradient levelled out. We noted with pleasure the Department of Main Roads' forethought in providing roadside chain fitting bays — for cyclists we presume. We then met undulating gradients until we passed the impressive Sponars Lodge where the ascent was renewed with a steep hill to be climbed before reaching Smiggin Holes.

Pressing on, we reached the outskirts of Perisher ski resort where we had a well-earned rest. Leaving Perisher we soon came to the end of the bitumen and the start of a rock and gravel-strewn steep climb to approach Charlottes Pass (1 760m). We rested here at the car park, gazing down at the Charlottes Pass ski resort in the valley below before starting the final ascent.

The final approach is a poor dirt road which winds its way around Mount Stillwell (2 054m), crosses the Snowy River (nice and warm this year) and passes Seaman's Hut, an impressive building for stranded skiers before commencing the final climb up Mt Kosciuszko itself. This final climb is over a poor road surface, rock-strewn you might say. I walked it. By 1pm we made the summit where we had a leisurely lunch and enjoyed the magnificent views. The weather was warm and still, the snow clouds stayed away that day. A few snow drifts had not yet melted, visibility was excellent and we could see clear across to the Geehi Valley in the distance.

Returning to Sawpit Creek we halved the upward time of four hours. The downhill were magnificent. At least one rider was clocked doing more than 70km/h.

To sum up, it was a challenging ride — up and down hill — but it was worth it. No, you don't need oxygen. Care should be taken with the final ascent to Mt Kosciuszko regarding allowing adequate room for bushwalkers. The road on this section (10km) has been closed to motorists for some years. Low gears are a must and heavier tyres help with the gravel sections.

Nonetheless, some riders made it on narrow tyres using high gears. For me, the combination of alpine scenery and the glorious downhills on the return made the trip well worth while.



# Around the country



## Western Australia

Bicycle planning in the west has received its biggest boost with the staging recently of a conference in Perth on bicycle planning for local government. In an interview reported recently in the Newcastle Cycleways Movement's bulletin, *Cyc-ed Out*, John Groves, one of the speakers at the conference, was reported as being flabbergasted by progress in Western Australia. He found the planners' enthusiasm unbelievable. Many quite senior bureaucrats are active cyclists and several commute to work regularly. Mr Groves said:

"They seem to be preoccupied with off-road cycling facilities and I think our visit helped to put things in perspective. Don (Hurnall, Chairman of the Geelong bike plan) and I were able to identify many areas where roads were wide enough for safe bicycle integration.

"However they are aware of education and enforcement issues, eg., Bike Ed is being examined in some schools.

"As I mentioned, they have been thinking mostly about off-road facilities and these have been put through many parks and now provide an excellent service to the existing park facilities.

"We felt they were extreme in some areas. For example, long-term consideration was being given to the possible demolition of a row of houses to provide an easement for a cycleway. In this neighbourhood it may have been possible for a fraction of the cost, to provide a safe on-road cycle route."

## New South Wales

The most important cycling event in this state since the year dot is the release of the Newcastle Bike Plan. As this is dealt with elsewhere, little more can be said here except to highlight the work of a community group in bringing the plan into existence. The Newcastle Cycleways Movement has done for NSW what the BIV did for Victoria. It has done most of work with only marginal support from other local groups, particularly the Bicycle Institute of NSW.

Perhaps the Institute will realize that one of the main functions of a community group is to promote its aims in the political arena. Sure, the cyclists involved need to understand the workings of the planning process, but they do not have to do all of the planners' work in order to get things moving their way.

Fortunately the NCM has realized this

and presented its submission to the Premier, Neville Wran, in the nick of time. If the plan goes ahead as expected, it will be more because of this political pressure than the enormous amount of time spent in their contributions to the plan. This is not to decry these efforts, but simply to point out that if the political pressure is not brought to bear, then all of the good work will be wasted as the bureaucrats proceed to bury the results.

The institute will also need to recognize that unless it asserts itself in the political processes of our democracy it will fade into oblivion. How else did the state's National Roads and Motorists' Association achieve so much for the motorists? Certainly not by sitting by idly. It went directly to the elected representatives and lobbied them on behalf of its members.

It is widely known that the patron of the BINSW is the state Transport Minister, Peter Cox, and though debate may occur from time to time at 399 Pitt Street (the institute's office) about getting rid of him, it would be counter-productive to do so before a concerted effort is made to get the minister's ear. After all, what is a patron for if not to assist an organization to achieve its aims? The BINSW is fortunate to have Cox as its patron. It would be foolish and naive to dump him and then expect to get things going.

## South Australia

Adelaide cyclists are about to have their own bike plan. In our last issue it was reported that a state bicycle committee as well as an Adelaide bike plan was in the wind. As yet, nothing has surfaced except that tenders are out for suitable consultants to undertake the work. When will governments new to bicycle planning realize that specialist bicycle planners within the public service would give the cyclist better value for money in terms of work done on their behalf. NSW has set the trend here, but it is not too late for South Australia to follow suit. The role of governments is not to dole out fat contracts to private consultants, but to ensure that planning proceeds in an orderly, well-co-ordinated and cost-efficient manner. These days bicycle planning has become big business for private consultancy firms.

## Victoria

In the state that started it all (bike plans, that is) attention is focused on the forthcoming conference, Bike Plan Australia

81, to be held at the Geelong Performing Arts Centre on Monday and Tuesday, November 9 and 10.

Dan Burden, founder publisher of the American planning journal, *Bicycle Forum*, and an initiator of Bikecentennial, will address the delegates. Ken Cross, also from the USA, a world authority on bicycle accident analysis is another speaker. Local speakers include Don Hurnall, Chairman of the Geelong Bike Plan, and Jack Sach who is the plan's manager. Other speakers are Dr Michael Taylor, formerly of the Organisation for Economic Co-operation and Development, Dr Owen Parnaby, President of the Bicycle Institute of Victoria and Dr John Mathieson of the Newcastle Cycleways Movement.

Anyone who would like to attend should send \$10 deposit and request for a registration form to: The conference secretariat, Bike Plan Australia 81, P.O. Box 770, Geelong 3220. Registration fees are \$150 (\$50 for students).

On the weekend before the conference the Bicycle Federation of Australia, the umbrella body for institutes and the like from the different states, is expected to meet. As we went to press the agenda had not been decided.

Bicycle touring in Victoria is now represented by the new Bicycle Touring Association. The aim of this body is to tie together and co-ordinate the efforts of the many touring clubs in the state. It should also benefit from the recent appointment of the state bicycle encouragement co-ordinator, Colin Crawford. Mr Crawford seems to have the support of the tourers, so if all goes well, touring should get a real boost in the coming months. *Freewheeling* wishes the BTA success in its endeavours to put touring on the map.

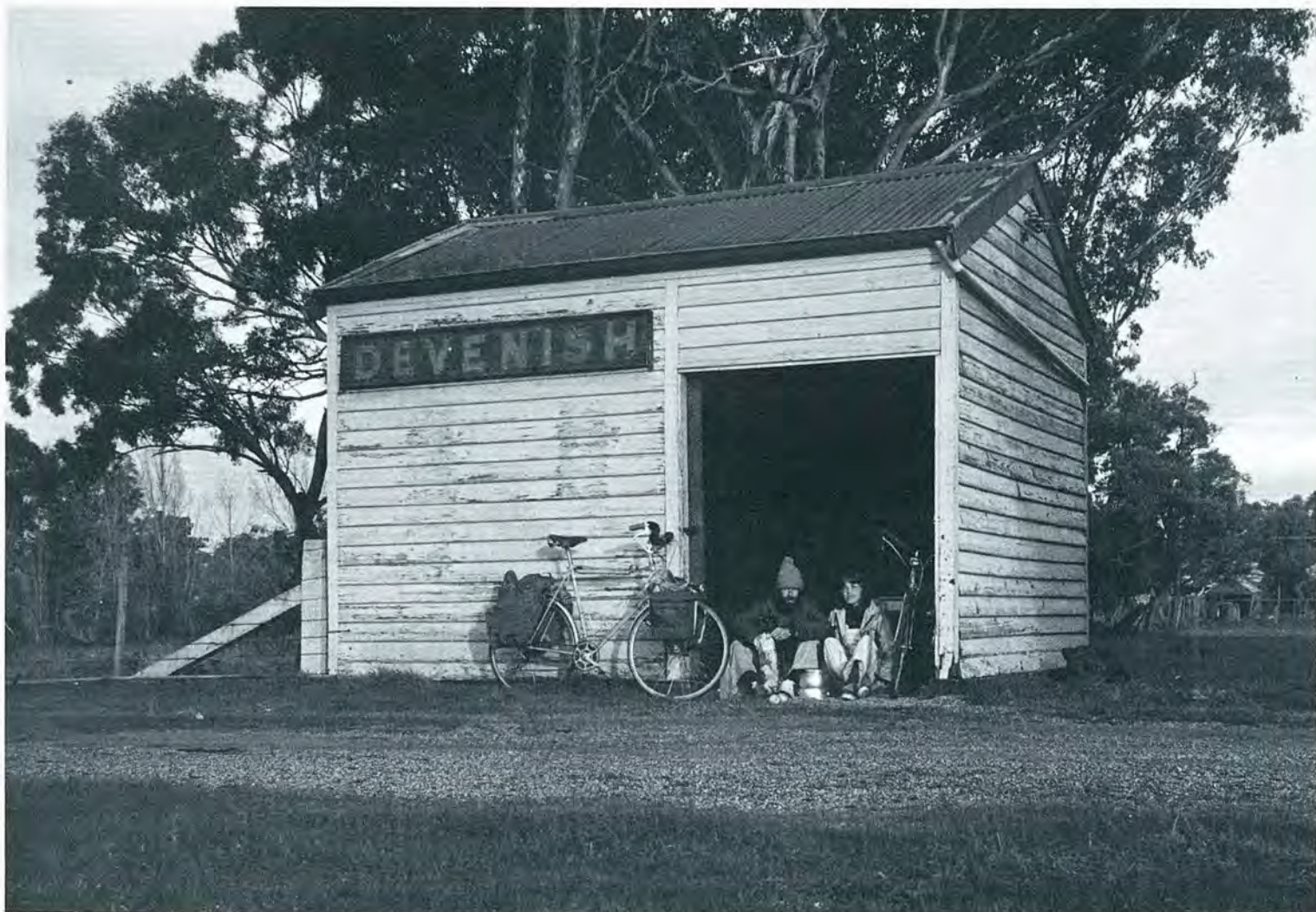
## Queensland

Cycling activism has been fairly quiet in this state for some time. A meeting will be held between local cyclists and the Australian Cycle Trails spring riders who will arrive in mid-October. The ride has been organised by Queensland and New South Wales members of ACT. They hope that the ride will bring in people interested in pushing the cycle trails north beyond Brisbane and will boost the growing numbers of active tourers in the state.

The riders will link up with as many cyclists as possible in Brisbane and will provide assistance in the setting up of touring clubs and a local branch of Australian Cycle Trails. See advertisements in this and the previous issue. Other Queensland riders wishing to join closer to their state can meet the group in Kyogle on the evening of Wednesday October 14 or in Rathdowney a day later.

Compiled By Warren Salomon





Breakfast at the emergency campsite in Devenish, in what looks like an old railway shed moved to the sports grounds.

This is the first stage of the trail linking Melbourne with the Pacific Cycle Trail which takes the rider on to Sydney and Brisbane. Another section will link this leg with the existing cycle trail through the Southern Highlands of NSW.

# Melbourne to Beechworth

## The interstate trail heads north

Epping to Broadford, 56km on tar over mostly flat country, slowly climbing with some substantial hills. The road is mostly wide and lightly-trafficked.

The trail starts in Epping, northern end of the Melbourne suburban network (until Vicrail closes the line further in). From Epping station, the trail heads left on Cooper St for 500m to turn right onto the main drag, High St, and pass through a small shopping centre (general stores, baker, butcher) and on to Epping Rd. The main shopping centre is off to the right.

Traffic on High St can be a bit heavy and the road narrows towards the north end of town. Once out of Epping the road (now Epping Rd), is wide but a lot of the traffic is fast and not very aware

of cyclists. Epping Rd leads through rural fringe areas with the old stone fencing a tribute to the effort the early settlers put into clearing this rough rocky country.

There is a slow gain in height over long rolling country through Wollert (general store), Woodstock (just an intersection. For the Donnybrook mineral spring, turn left and go 6km then turn right at the sign just after the railway. From here the spring is a bit over 1km away, admission is 80c which entitles one to the use of the spring and surrounding picnic facilities). At Woodstock intersection the trail goes straight ahead on Merriang Rd, continuation of Epping Rd, until 16km from Epping Station one can look back and say goodbye to Melbourne, except in

terms of its effect on the sky.

There are some steep hills in this part (both up and down) until 18km from Epping station the trail drops onto open plains country with hills dispersed around. The area is known locally as Pleurisy Plains and in winter the reason is clear. Headwinds can be devastating and the winds from other directions are often cold and tricky. This area and for many kilometres beyond is fast changing into hobby farms. The Hume freeway which made this rural suburbia possible for city-based people comes in on the left gradually as the trail heads north and it brings a constant stream of cars, trucks and noise as it runs flat over a landscape which slowly becomes undulating to hilly again for the cyclist.





Jane Waddy dodges wheel-munching grooves on the 350m long Kirwan's Bridge on the cycle trail near Nagambie. The bend in the bridge is behind her.

At Wandong (36 km out, railway station and good general store) the trail swings right to cross the railway and left again to continue north, missing most of the houses in Wandong. Behind the houses and on the east side of the ridge is an oval with public toilets. This could be an emergency campsite, but it is very public — most of the town looks onto the oval. There is the Mount Disappointment state forest for more congenial camping and this is only about 10km away to the east of the trail from level with the intersection at Wallan East to where the freeway is crossed.

From Wandong to Broadford the influence of the Hume becomes stronger. Cyclists pedalling the trail experience the terrain in a state closer to the original while the motorists continue on their speedway which thankfully draws all but a few away from the trail. There are some spectacular views of the Hume and the trail together physically but opposed in many ways until 45 kilometres from Epping station (9km from Wandong) the trail rises and the freeway is laid out beneath in both directions for the cyclist's perusal.

From this crossing, the trail drops to follow Sunday Creek through bush to Broadford. From the freeway it is about 2km to an old road coming in on the right from the direction of Wandong. A little way down this could be a pleasant campsite. The trail climbs into Broadford past the golf course on what becomes Pinniger St to turn right at a T-junction into Ferguson St for 250m then turn left opposite the fire brigade. This is Hamilton St which crosses the railway and then the three-sectioned main street, High St. The middle section of this is the

old main route to Sydney, the Hume Highway, and when the freeway is closed by accidents this replaces it.

Broadford has Vicki's excellent home-made eat-in or take-away food shop, supermarkets, cafes, general store, hardware store with a few basic bike parts, butcher and hotel. The caravan park, about 1km east of Hamilton St along the old Hume, is small and very noisy — the main north rail line is a few metres away and very busy.

Broadford to the bridge near Seymour, 28km on mostly rolling tar with some decent climbs. At times the road is rough and narrow, but traffic is light.

The trail heads north on Hamilton St on wide tar. One kilometre from town is a bridge with some easily-avoided wheel-grabbing cracks and from here there is a wide 1.5km steady climb with one sharp pinch before the top of Round Hill. This is grazing country and from the top it is a gradual descent over 10km to Sugarloaf Creek on a narrower road. The bridge over this creek is worth a stop, it is very old and there is an even older cobbled ford on its left. Between the two crossings on the Melbourne side is the huge stump of what must have been a magnificent tree. The stop allows you to summon the strength and wind for the short climb after the bridge. The road swings back on itself and the view from the top to the south towards Round Hill (305m high) and the dark tall mass of Mount Piper (440m high) a little further west and south is superb. All through the section from Round Hill to around Seymour the beautiful ranges of the Tallaroak state forest keep popping into view

out to the east, Mount Hickey (805m) is the highest point.

The trail swings right and it is 2.7km to a right turn at a Y-junction at the Glenaroua telephone exchange (15.4km from Broadford). About 1km later the trail swings left at another Y opposite Morella homestead. The pastoral country continues but there are a couple of areas of scrub regrowth along this section which give some indication of how the land might have looked 200 years ago. This rolling country takes the trail to the Puckapunyal-Seymour road to turn right and join the fast military and civilian traffic. (For those travelling south, this is the Pyalong turnoff.) Puckapunyal has a Light Horse and tank museum which is open daily.

On this busy road, the trail passes the old Melbourne road (via the fords), the new exit from the budding freeway, and the drive-in theatre. Heywoods Rd is a possible alternative to the trail, but this is dependent on what happens when this section of the freeway is complete. It leads off to the left to rejoin the trail further on, saving about 4km and missing some heavily-trafficked road. The freeway is crossed immediately after Heywoods is passed and the trail climbs to another Melbourne turnoff then drops to run alongside the Goulburn River.

At a T-junction most of the traffic turns right to cross a bridge to Seymour. The trail goes straight ahead instead. This is close as the trail gets to Seymour, a couple of kilometres away across the bridge, left along the Hume and off to the right. Seymour has good food shopping, cafes, two caravan parks on the very noisy Hume and a very pleasant quiet riverside one run by a cyclist on the





Approaching the right turn 23km from Devenish to head for Glenrowan. The Warby ranges are in the background and the flatness of the rest of the country is evident.

other side of town away from the highway. Seymour also has quite a few historic buildings and is a very busy rail junction.

The bridge near Seymour to Nagambie, 34km, 25km of it on tar which varies from good to rough and narrow and the rest on gravel which is at times rough, narrow and loose. The country is undulating with a few hills until it drops onto flat country.

At the bridge the trail goes straight ahead, past a picnic area (possible very public emergency camping), swings away from the river and a few kilometres later crosses the freeway again. At this point, Heywoods Rd comes back in on the left. The surface deteriorates as it heads north along this section. The trail passes Northwood plantation (possible emergency camping) 7.5km from the bridge with the country continuing undulating. The Puckapunyal military practice range is off to the left and often the thud of shells and the like is heard and felt. 12.8 kilometres along, the gravel starts and continues for 2.5km until the tar pops back for 700m. Along this first gravel section is a washaway/ford which could be fast after very heavy rain. If in doubt, tie a rope to a tree and yourself and walk it first. The second stretch of gravel is loose, mostly narrow and always rough.

Along this section the Puckapunyal range comes right up to the trail and at times is on both sides of it. Not recommended for an emergency camp. The country is becoming flatter and one of the restaurants of the Mitchelton winery is visible slowly rising over the countryside as the trail becomes a long wide

straight. This leads into the slight drop to a T-junction to turn right for Nagambie. Just less than a kilometre later the winery entrance comes up on the left. Inspections and tastings are available daily.

After this entrance the trail rolls and some of the traffic weaves to a long wheel-grabbing bridge (they're all the rage on this leg of the cycle trail). After the bridge the road is wide tar for 2.1km till the trail takes the first left at a T-junction towards Chateau Tahbilk. This road is tarred but narrow and after 1km the Chateau Tahbilk road leaves us and it is wide gravel for 4.4km then tar until 800m later the trail turns right.

From the right turn it is 200m to the turnoff to the left to the huge caravan park on the lakeside. This park caters largely to the water skiers who use the lake and so it can be very busy in holidays. In winter thick fogs often roll in off the lake and block out the moonrise and sunrise. There are washers and driers and friendly possums.

From the camp entrance it is 2.3km to the left turn onto the Goulburn Valley Highway. The trafficked part can be avoided by using a sidetrack into the centre of town. (Coming out of town use the one on your left.) Nagambie comes up 1.2km along the highway and it offers a museum (Sunday and holiday afternoons), supermarket, vegetables, bakery (excellent fruit cake), toilets in the park and some bicycle parts at the Shell. There is a smaller caravan park in town.

Nagambie to Murchison, 24km on tar over almost flat country with a few small hills.

Leaving town, a side track appears on the left and using this, it is possible to reach the turnoff from the highway without using the highway except in the middle of town where traffic is better behaved. The side road is clay and may be unusable after rain, but traffic on the highway is usually fairly good. The turn-off to Kirwan's bridge is 1.2km out of town and the bridge is 4.2km further on. It is quite a sight – it has a bend in the middle, is one lane with two passing bays for cars (a car and a bicycle fit with room to spare, but watch the wheel-munching grooves, it's a hungry bridge) and it is long (350m). Once across the bridge, 500m on good tar brings the right turn at a T-junction to Murchison and 3.7km takes the trail over a canal with a map of the Goulburn weir, Lake Nagambie and the associated irrigation schemes (worth a stop). The turnoff to the weir is 350m later on the right and it is worth a diversion, the granite weir was started in 1887.

From this turnoff the trail continues straight and the weir road rejoins it 400m along the trail. From here the trail runs alongside and across the irrigation and diversion channels for some kilometres. The size of the banks indicates how much soil was shifted to make the channels in this billiard-table countryside.

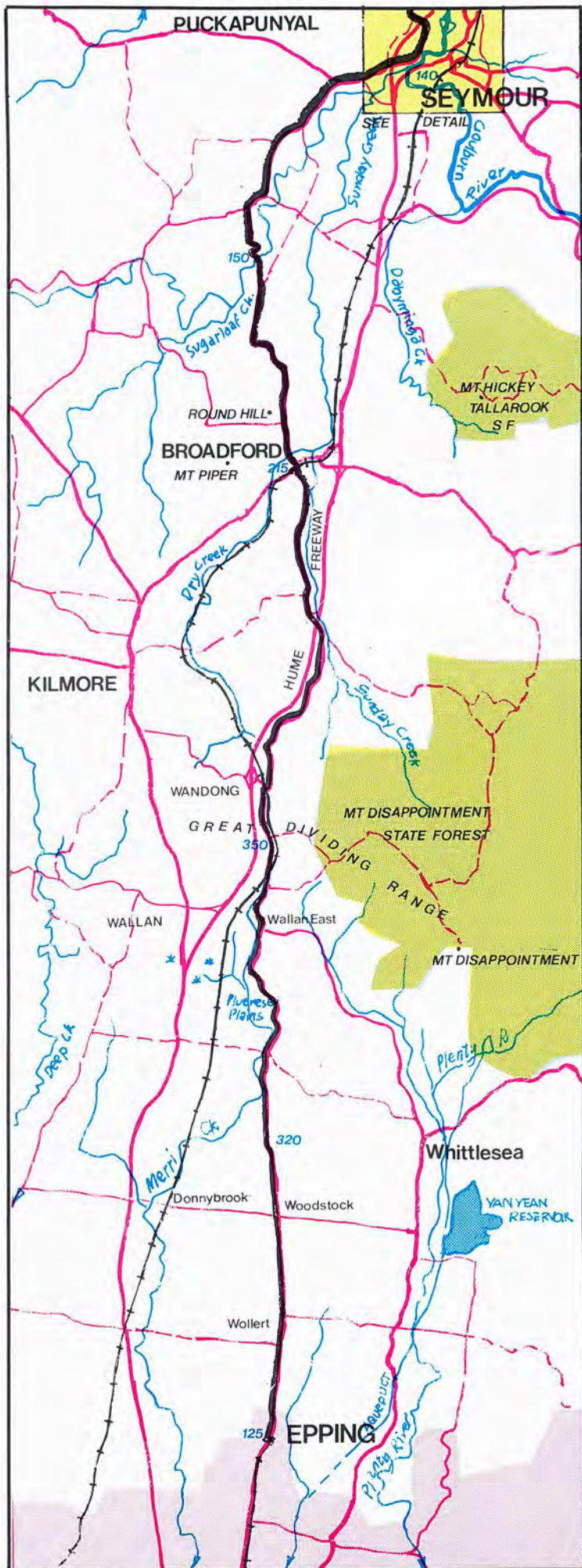
The trail comes into Murchison (caravan park, pub, butcher, baker, general store and milk bar) on Robinson St, turns left into Stevenson St to run past the shops and the park (toilets).

Murchison to Shepparton, 35km on smooth, wide flat tar.

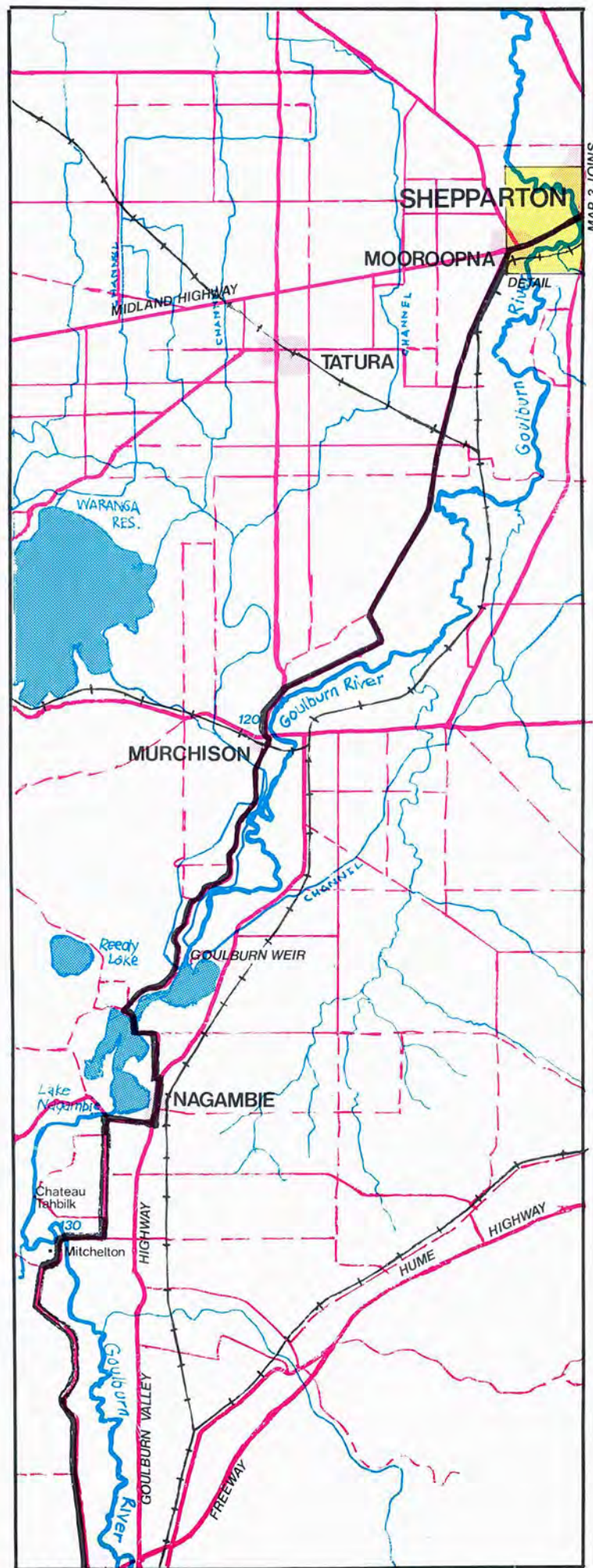
From the shops, the trail heads along Stevenson St then veers right into River Rd 320m from the post office. The caravan park (small) is 1.2km along on the right. This part of the cycle trail is lightly trafficked and the trail turns right onto even quieter roads 2.8km from the post office. At this point the main traffic goes straight towards Tatura and the trail runs on through more flat irrigation country past Toolamba school, over the railway and on to Mooroopna on Toolamba Rd. The trail turns right onto McLennan St, which is the Midland Highway and the main street and passes through Mooroopna. This is a fruit canning town, like its neighbour, Shepparton, and in season (December to April) the five camping grounds can be crowded but with the two towns to choose from, it won't be like Bethlehem.

The Midland is the only link with Shepparton and it can be very busy. Traffic is fast, often inconsiderate and very dangerous in peak periods. There is space for a cyclist outside the lanes in some places, but often this space just evaporates and so can cyclists. There are many squeeze points, particularly near bridges. Often the edges are heavily lit-





MAP 1

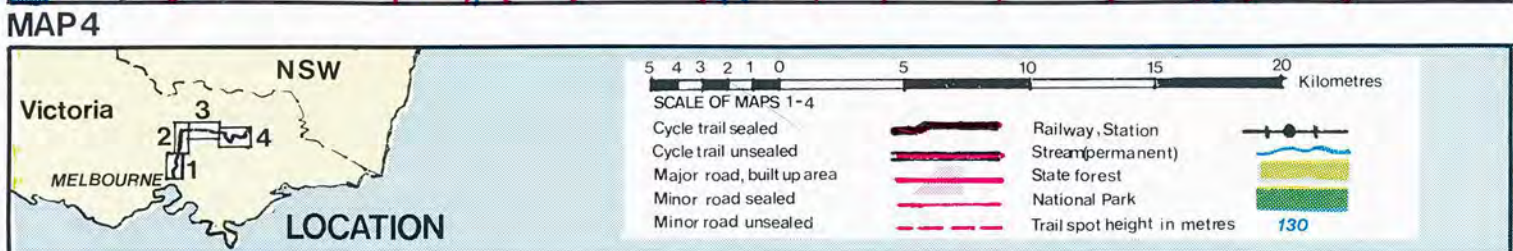
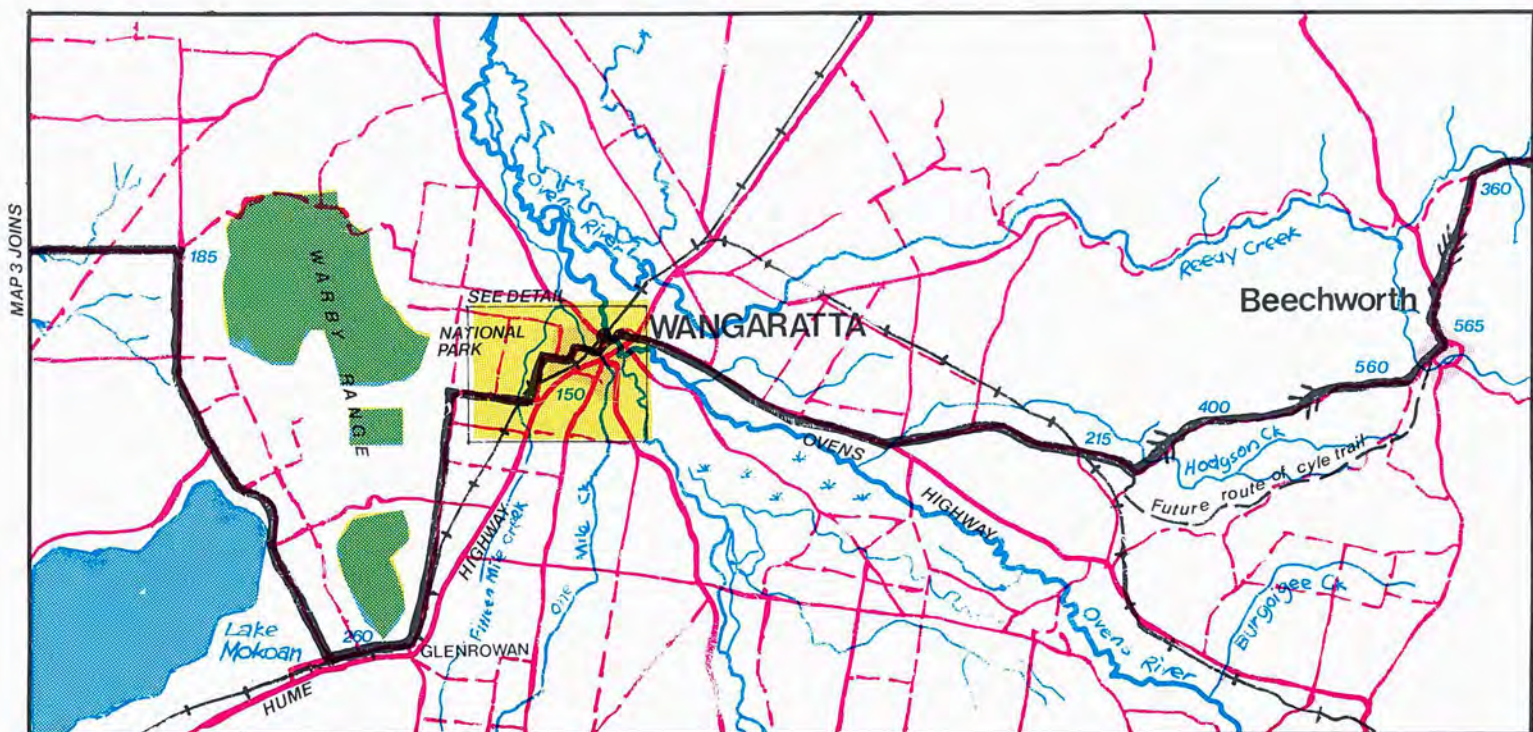
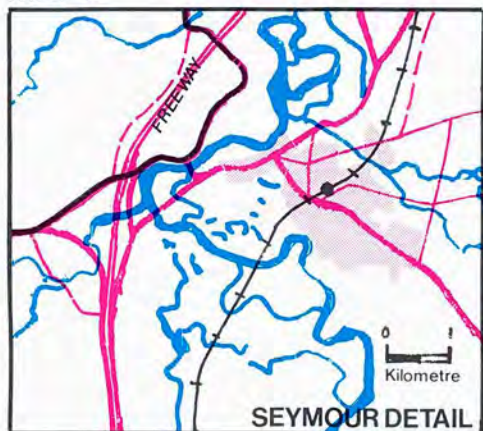
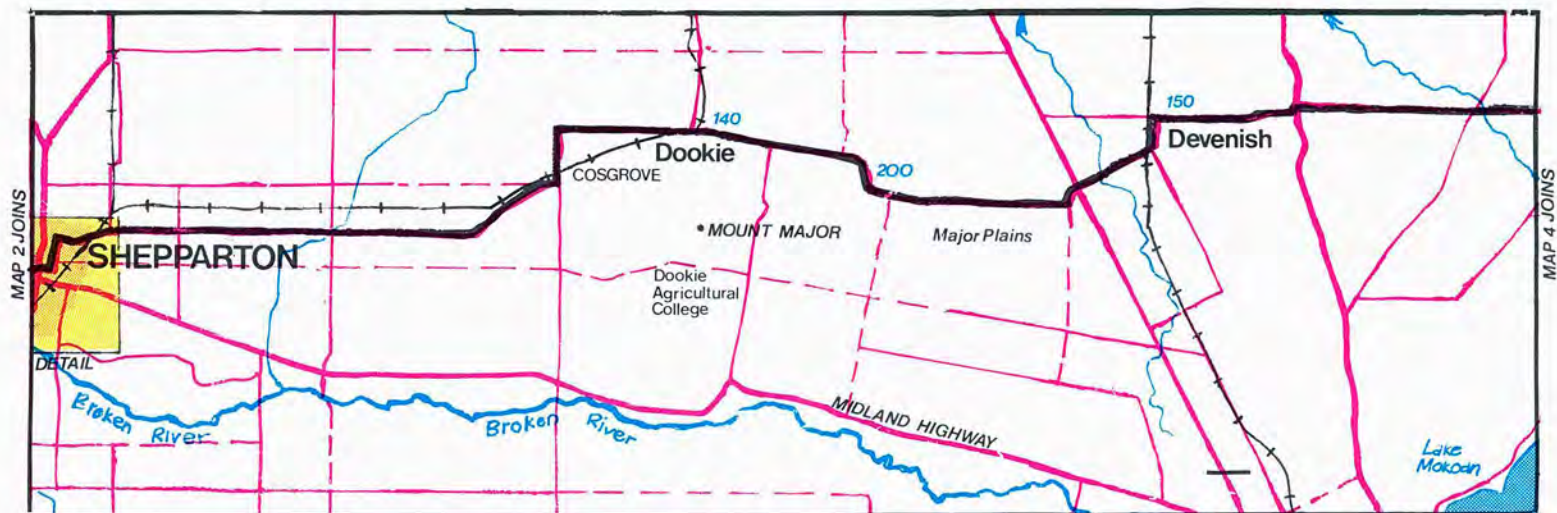


MAP 2

MAP 1 JOINS

MAP 3 JOINS







tered with gravel, glass and vegetables. The local cyclists are trying to get the Country Roads Board to do something about it and there is every reason why they should — there is a huge cycling population, most of whom are children, in the two towns. Your protest will help: write to The Secretary, Country Roads Board, 60 Denmark St, Kew 3101.

Coming into Shepparton (*Shepp* in the local lingo), the Midland Highway leads into Fryers St to cross the Goulburn Valley Highway which runs through one side of town. The trail turns left onto the next street, Maude St. (For cyclists going the other way — leaving Shepparton for Mooropna and beyond — it is safer to continue south along Maude St past Fryers St, cross Stewart St and turn right into High St which leads into the Midland.)

Shepparton is a huge bustling place with plenty of shops and services of many kinds. There are five shops selling and or servicing bikes and several catering for campers of varying weights. The museum is open Sunday afternoons and includes a penny farthing. It has four caravan parks to add to Mooropna's five.

All of this flat country is of course prime for winds — head, side, tail and quarter ones. It's also prime for fogs and caltrops — *Emex australis*, three-corner

jacks or bindiis as they are called locally (though nothing like the tiny innocuous ones found on the coast). The fogs are more common in the cooler months and the caltrops are common in the summer and autumn. They are the things which made thornproof tires a must for cyclists back in the first golden age of cycling. Stick around for the second one, folks.

Shepparton to Devenish, 52km on flat, mostly wide tar with light traffic.

The trail heads north on Maude St until it ends at a T-junction then turns right onto Balaclava Rd which carries a fair bit of traffic and is rough but wide for most of the way. After about 800m it veers left and becomes New Dookie Rd. The Ryan military museum is on the left 6km out of town.

The run from Shepparton to Dookie is flat and fairly uneventful cycling, traffic is light and the road is in reasonable condition and wide once out of Shepparton. It is open plains country with mostly cereals and grazing once Shepparton and its myriad orchards and market gardens are left behind. Just before the trail comes alongside the railway and runs into Cosgrove (13km out) it crosses the first 20metre contour since Murchison.

Dookie is 30km from Shepparton and has general stores, station, an agricultural college which can be inspected on week-

days and an overrun interesting garden in the middle of town. There are show-grounds which could be emergency camping — turn right into Baldock St coming into town, cross the railway, veer right and continue to the end of the street about 600m on. There are toilets, water and a golf clubhouse which is busy on weekends. There is an unusual old furniture store on the way out of town which is more like a museum.

From Dookie the road signs are often inaccurate. The country rises about 50m in several hills and it's quite a climb after all this horizontal stuff and 18km from town the trail turns left at a T-junction and 700m later turns right at another to head for Devenish 3km away. Coming into Devenish, the trail crosses the railway and turns left to run up the main street of this pleasant quiet town dominated by the railway silos. It has a general store and a milk bar which is open good hours except for the middle of Saturday and Sunday. To the east in the middle of town are sports grounds — toilets, water and possible emergency camping.

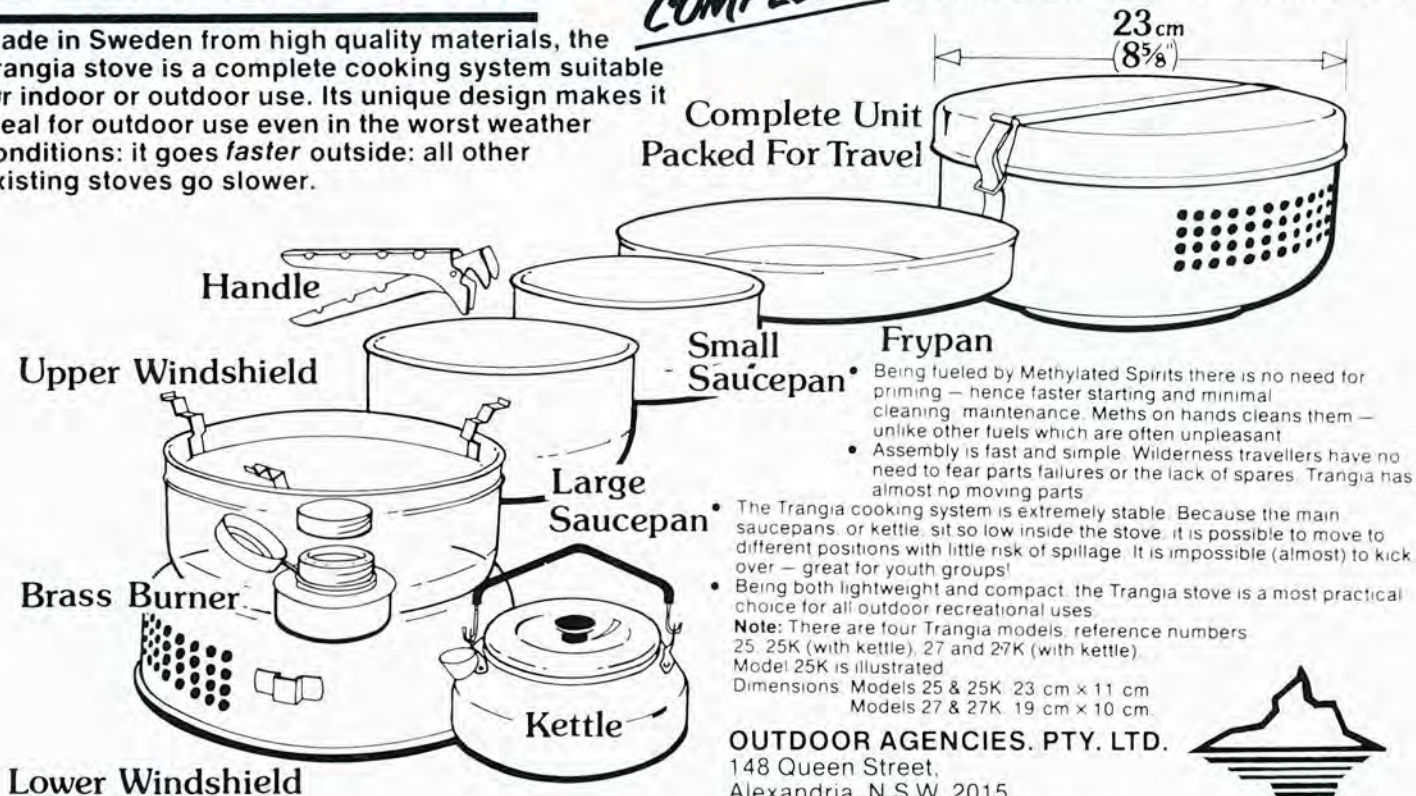
Devenish to Glenrowan, 46km on quiet tar, mostly flat and narrow with a few small hills.

After heading north for 1.3km, the trail takes the first right to head east

# TRANGIA

Made in Sweden from high quality materials, the Trangia stove is a complete cooking system suitable for indoor or outdoor use. Its unique design makes it ideal for outdoor use even in the worst weather conditions: it goes *faster* outside: all other existing stoves go slower.

## ALL-WEATHER COMPLETE COOKING SYSTEM



Being fueled by Methylated Spirits there is no need for priming — hence faster starting and minimal cleaning — maintenance. Meths on hands cleans them — unlike other fuels which are often unpleasant

- Assembly is fast and simple. Wilderness travellers have no need to fear parts failures or the lack of spares. Trangia has almost no moving parts

- The Trangia cooking system is extremely stable. Because the main saucepans, or kettle, sit so low inside the stove, it is possible to move to different positions with little risk of spillage. It is impossible (almost) to kick over — great for youth groups!
- Being both lightweight and compact, the Trangia stove is a most practical choice for all outdoor recreational uses.

**Note:** There are four Trangia models, reference numbers 25, 25K (with kettle), 27 and 27K (with kettle).

Model 25K is illustrated

Dimensions: Models 25 & 25K 23 cm x 11 cm  
Models 27 & 27K 19 cm x 10 cm.

**OUTDOOR AGENCIES, PTY. LTD.**

148 Queen Street,  
Alexandria, N.S.W. 2015.  
Phone: (02) 699-7698, 698-3860.  
For further details, contact Dept. T.



tr 2



again for Wangaratta which is 64km away via Glenrowan, not the 44km shown here which is the direct route. The turnoff from the direct route comes up 22km later. This 22km includes a couple of mild hills, a left turn at a T-junction 7km out and a right turn at another 300m later.

At the turning point, the trail turns right and follows the Warby Range south towards Glenrowan. This range is mostly state park and there is some excellent dry camping in it. From Glenrowan, the trail follows the Warbys north to Wangaratta.

From the right turn the trail heads south over a few rises and it is very narrow in parts. Along this stretch the trail is travelling between the Warby range to the left and the Mount Meg range on the right. About 10km from the turning point, the one on the right ends and the artificial Lake Mokoan is straight ahead with dead trees projecting from it. About 42km from Devenish brings the trail to a left turn at a T-junction onto a tarred road to Glenrowan primary school where the kids are keen on cycle touring.

Those who wish to partake of Australia's most infamous son can turn right at the school and head across the railway onto the Hume Highway with its many attempts to collect money from Ned

Kelly's fans. There is some food available on the other side of the busy Hume.

Glenrowan to Wangaratta, 20km on flat, mostly wide tar with little traffic.

The trail doesn't turn right at the school, it continues straight past it and round the bottom of the Warbys climbing a little then dropping for the flat run to the outskirts of Wangaratta. The Hume, which made its presence felt with its noise and pollution coming into Glenrowan, runs along on the other side of the railway out to the right for some distance before veering away with the trains. The trail enters Wangaratta by turning right onto Shanley St 11.2km from the school. This passes the drive-in theatre and crosses the railway before reaching Tone Rd beside the Hume 14.4km from the school.

The trail turns left to run along Tone Rd, through a car barrier and into Sandford St. It follows this to its end then veers right into Osboldstone St, follows this to its end to veer right at an army barracks into Sisely Ave. The trail follows Sisely then turns left into Swan St at Wareena Park to take the first right into Roy St West. This leads straight over the railway on an overpass and turns left at the bottom into Norton Rd, again just missing the Hume. Norton Rd passes the railway station before a forced

right turn into Docker St and then it's the third on the left, Ovens St, which takes the trail to an intersection with Reid St in the middle of the back of town.

Wangaratta has good food shopping with supermarkets, smaller stores, health food, vegetables, baker, cafes and restaurants. There is a friendly bike shop with a good range and a disposals store. There are two caravan parks, watch out for a hungry labrador at the Painters Island one just across the river in town – it stole a fruit cake and a loaf of bread from our tent, stupidly left undone.

Wangaratta to Beechworth, 37km on tar, flat for most of the way then climbing over a series of rolling long hills, gaining 400m.

From Reid and Ovens Sts, the trail continues along the latter which becomes Bickerton, crosses the river and passes a caravan park. Bickerton ends with an L-turn to the right into Ashmore St which brings it to cross straight over the Hume onto the Ovens Highway. (Coming into town from Beechworth, is a little trickier – veer right off the Ovens rather than swing left on it for Wangaratta. This means following the sign for Wodonga. When this bit reaches the Hume 20m later, turn left – most traffic will turn right for Wodonga – and Ashmore St is on the right almost immediately.)

The Ovens is wide, smooth and often windy as it is flat and fairly open. The turnoff to Beechworth is at Tarrawingee, 12km out and the trail takes this and leaves the lightly-trafficked highway for quieter roads. After about 3km this road gets more hilly and after 5km more, the hills start in earnest. The climb into Beechworth is 320m over about 16km and a lot of height is lost as soon as it is gained. Going the other way is a delight. Going this way is a bit of work, but the country is magnificent and the delightful town of Beechworth is worth the effort. The long big undulations lead the trail into a drop to an old stone bridge and mining race and the last hill into town. From the bridge the trail uses Ford St, the left fork, for the climb to the downhill main street of Victoria's best preserved goldfields town. Beechworth has enough museums to keep a decent city going and even when it is busiest at Easter it has a nice air to it. Shopping includes baker, general store, pubs, supermarkets, cafes, butcher and restaurants. There are tourist sights galore and two caravan parks, the one on Lake Sambell is particularly nice.

# BICYCLE TOURS

Bicycle Tours offer trips that range in length from 4-12 days, average 60 km/day, and use sealed, low traffic roads. All trips are supervised by an experienced leader, costs are very reasonable, groups are small, and a support vehicle accompanies selected tours. Meals, tents, and overnight stays at modern camping sites are provided. Most trips are scheduled during school or university holidays.

## FREE BROCHURE

755-1340 (03)

Bicycle Tours  
P.O. Box 234  
Belgrave, Vic.  
3160

## SCHEDULE OF TRIPS

Great Ocean Rd.	May 13-16
Northeast Vic.	May 18-22
Northern NSW	Aug 24-29
	Aug 31-Sep 5
	Sep 7-12
Tasmania	Dec 1-12
	Jan 5-16 (1982)
	Jan 19-30 (" )



MAPS: The maps and text in this guide should give all the route information necessary, but further details of



terrain and roads other than the trail can be found on the 1:250 000 series maps (complete coverage of this section of the trail) and the 1:100 000 maps (complete coverage except for south from about 10km south of Wallan East – use the 1:50 000 map, Yan Yean). All these maps are put out by the Division of National Mapping. The 1:250 000 series is unfortunately somewhat out of date (1950s) particularly towards the south. The relevant maps are, from the south: Melbourne, Bendigo and Wangaratta. The 1:100 000 maps are: Yea, Nagambie, Shepparton, Dookie, Wangaratta and Albury.

**RAIL:** Regular suburban service to Epping. Country trains to Wandong, Broadford, Seymour, Nagambie, Murchison, Shepparton, Glenrowan and Wangaratta.

### Background

I rode this route in April 1981 from the Australian Cycle Trails Easter meeting. This resulted in a cycle trail guide which was then tested by myself and someone totally unfamiliar with the route in June 1981. This meant major revision of the guide into the form presented here. During this time many of the road conditions changed and no doubt they will again. Some roads were resurfaced, others widened, bridges were improved (many of the wheel-grabbing bridge timbers expanded with the rain and became less hungry) and so on. Gravel and dirt are the same for the purposes of this report, a gravel road is just a dirt road with gravel added and at different times the surface is one or the other.

This is not a static trail. It won't be just as is reported here when you ride it. Any significant changes or mistakes we would like to hear about.

The winter weather can drastically affect times taken for different sections, but despite the two trips being in opposite directions, I managed a headwind almost every day, some of them keeping me in bottom gear on flat roads and pedalling hard down hill. Daylength can cut distances as can cold mornings and the resultant late starts. On the flatter parts the fogs can make cycling dangerous. If snow is possible make sure you are well equipped.

In the warmer months night cycling is possible on many parts of this trail. Victoria has many thousands of kilometres of "white" and "beige" roads – the surface is pebbles of the appropriate colour. With the right moon or headlight it is safe and can be fast.

There are many emergency campsites on this trail. Not all of them are necessarily legal and it is up to the individual to ensure that no laws are broken. Many farmers will let you camp on their land if you get permission first and treat it well. Emergency camps are usually "dry" – there is no drinking water. Crown land is

# Bicycle trails ACTION



If you would like to take part in the establishment of rural cycle trails or other aspects of ACT's primary aim – the promotion of bicycle touring, contact your nearest branch. It is expected that there will be a summer ride and meeting in the Snowy Mountains, more details in the next *Freewheeling* or from ACT members.

While this issue was at the printers, members of Australian Cycle Trails were meeting at Tallangatta, Victoria to discuss the final leg of the Melbourne to Brisbane route. This is the section from Beechworth, Victoria, to Goulburn, NSW.

Other items on the agenda included the bicentenary bicycling event (1988),

the around Victoria ride (1984), development of other trails, improving the standards of existing trails and expanding ACT's active membership.

To join in the work/fun of getting rural cycle trails on the ground, contact your local group:

Melbourne: Anna Erben, 83/163 Flemington Road, North Melbourne 3051, (03) 329 6672.

Shepparton: Neil Watt, 20 Collet Street, Shepparton 3630, (058) 21 5512.

Canberra: John Rae and Sue Warth, 12 Eildon Place, Duffy 2601, (062) 48 8464.

Sydney: Warren Salomon, P.O. Box 57, Broadway 2007, (02) 660 6605(w).

Pre-ride meeting at 29 Glebe Point Road, Glebe, 6.30pm, Friday September 4.

## RIDE THE BIKE TRAIL THIS SPRING

People interested and willing to see the bicycle trails become a reality can help...

Australian Cycle Trails will be conducting a two week ride from Sydney to Brisbane in October this year. The main aim of the ride will be to build on existing research and establish (contacts) friendships with people along the trail. All riders wishing to join the ride should contact Warren Salomon At Sydney 660 6605. A pre-ride meeting will be held. Riders will need to be self-reliant in equipment.

Bicycle Trail can be ridden. Parts or all of the Pacific on the Saturday of the long weekend will leave Sydney (Windsor) riders are invited to ride out with the others. Sydney will arrive in Brisbane on Friday 16th Oct. Organised by ACT Sydney.



often suitable for camping, but check first with the relevant person. All caravan parks mentioned have space for tents and have toilet and shower blocks at the least. Some have dryers (necessary in winter sometimes), washing machines, shops, common rooms etc.

Most Victorian towns have "comfort stations" some bright spark's euphemism for toilet blocks.

Shops are generally open 9–5 weekdays and 9–12 Saturdays. Some small shops are open longer hours, particularly at weekends. Some small towns close for lunch on weekdays. General stores have basic supplies and rarely have much in

the way of vegetables. Almost every town of substance in Victoria has a branch of the SSB – the State Savings Bank. There are very few other banks. Post offices handle Commonwealth Savings Bank business.

This trail, like others established by ACT, is suitable as a commuting route or a long tour or it can be split into many smaller sections to suit the time available. None of the trail is too hard, even for beginners. It's there to use, please use it.

This trail was researched by Victorian members of Australian Cycle Trails, mapped by Warren Salomon and written by Michael Burlace.



nuevas  
new

# series ZEUS-2000



Desde 1926

PATENTES  
VIRREGUI



Zeus' Australian Agents and Wholesale Distributors —



Cycle Circuit Pty. Ltd.  
6 Tengah Crescent,  
Mona Vale 2103  
Tel: (02) 997 6606

Zeus New Racer — Light steel

Zeus Criterium — Alloy

Zeus 2000 — Titanium

Zeus, since 1926 manufacturers of Bicycle racing and touring equipment.



# Freewheeling looks at panniers

## part one: rear wheel panniers



by Wayne Kotzur

Before the introduction of the freewheel, the loading of a fixed wheel safety bicycle was restricted mainly to the front and the space inside the main triangle of the diamond frame.

This allowed the rider to leap off over the back when backpedalling proved too difficult or the rider lost footing, on which braking depended. The freewheel, introduced at the turn of the century, necessitated the fitting of brakes because the bicycle could not be slowed by slowing the pedals. The *usually* light loads carried by fixed-wheel bikes, say 10kg, gave way to some extraordinary loads. Often 20-40kg were carried over enormous distances for sustained periods.

The exploration of the inland by bicycle and its regular use as long-distance transport was definitely linked to the machine's ability to carry heavy supplies of food and vital water without consuming any, compared with the horse and camel. Even special metal tanks were brazed snugly into the frame to carry extra water; a practice which strangely is not used today on long dry journeys.

The bicycle is capable of accepting as much weight as the rider can propel. The trick, however, is to take as little as possible and to distribute the weight appropriately and ensure that it is secure. The combination of pannier bags, handlebar bags and saddlebags mounted on rigid racks has done much to make touring a lot safer than it was on the bikes of the early part of this century.

### Security

It is vital that all pannier bags and racks are secure against movement. A bag which can move or a rack which allows sway will one day bring you to the ground with such force that you will remember that lesson all your life. In choosing a pannier, its attachment system is probably its most important feature. Most panniers use a shock cord system that provides downwards tension when the top and bottom hooks are in place. Proper tension is usually achieved by fitting some sort of adjustment to the point of attachment of the shock cord to the bag. Shock cord, since it is sheathed in woven nylon, is stronger and less likely to perish than rubber cords.

Check that the pannier actually fits your rack. This means that the top hooks cannot slide backwards and forwards and that the shock cords provide adequate tension in one of its possible positions. Some form of joiner or spanning eyelet may be necessary if the rack is high relative to the wheel. Heel clearance, obviously, must also be checked with a full bag.

A noticeable exception to the standard fixing method is the Eclipse slide mounting system, in which the panniers are fed lengthways onto a metal channel fitted to the rack and clipped at a position with good heel clearance. This seems a good system, but patent laws may prevent its adoption by other manufacturers. Additionally, it requires specialist hardware and adds to the final cost.

### Capacity and access

The choice of the size of the panniers is a complicated matter, depending as it does on the style of the tourer, on the mechanics of weight distribution and

price. It seems that novice cyclists opt for large rear wheel panniers then overfill them so that handling, especially uphill where the front wheel tends to lift, suffers. This is understandable, considering the current prices of panniers. The prospect of paying \$110 to \$230 for a complete set of front and rear bags and racks, some of which will not be used frequently, is daunting.

Weekend tours are easily accommodated by rear wheel panniers, with the optional use of a handlebar bag for that bit more capacity. Front and rear bags are essential for extended touring and to distribute the increased weight more evenly, unless food is purchased en route and not carried day to day. At least 50 per cent of the load can be carried on the front. This is easily accomplished by packing tentpegs, tool-kits and food in the front bag and carrying the bulkier, lighter items at the rear. Redistribution of the weight forward serves the dual purpose of taking pressure from the weaker rear wheel (which is already carrying more weight because most of the rider's weight is supported at the back) and improving handling and predictability.

A second choice related to pannier capacity is the number and size of external pockets. Some people choose a pannier system bristling with pockets since this makes it easier to locate stored items. Unfortunately, pockets add disproportionately to the price; and while the total capacity may be large, large items like sleeping bags and tents become harder to squeeze in. It's probably more desirable to use a consistent packing technique, such as coloured internal bags, and choose a pannier with fewer pockets.

Most panniers except budget lines have



at least a single rear external pocket. It's worth noting that overloading this pocket is dangerous. It places more weight on the rear clip and can cause the front clip to dislodge so that the pannier rotates forward into the path of that whirling heel. Leave it for light stuff that needs frequent access. Pockets on the top lid or on the side away from the wheel can be loaded as heavily as desired since the weight is distributed evenly between the clips. The straps need to be drawn tight when flap pockets are loaded so there is no possibility of sway.

Check the pannier for ease of access. Velcro or zips are easier to use on pockets than buckles. Some panniers that use zips on the main compartment are hard to stop sagging and moving about unless full. A broken main zip, due to heavy loading also means a waterproofness disaster. The use of tensioning straps which transfer the load to the rack hooks takes the pressure off the closing mechanism, whether it be zippered or otherwise. It means that adjusting to different-sized loads is relatively simple.

## Durability and waterproofness

The ability of panniers to stand up to wear and water over time depends on the type of materials chosen, the bag design, and good attention to seaming and reinforcement. The two materials most commonly used are nylons and canvas (cotton duck). Both products have recently been improved so that comparisons have been difficult to make. In general...

- Synthetic cloth is stronger than a similar weight of cotton duck, although most canvas bags are a heavier weight (say 400gsm) material so that its tensile strength is probably as great as the lighter nylons (say 270gsm).
- Conventional synthetics haven't the abrasion resistance of the cotton/polyester blended canvas, but Karrimor and DuPont have produced texturised nylons that are comparable or superior.
- While all materials suffer from mildew if stored away wet, canvases are prone to damp rot under adverse storage conditions. The blended canvases have less tendency to rot than conventional cotton duck.
- Canvas-like materials are more waterproof. The natural fibres provide a micro-forest that swells to exclude water and holds proofing compounds more tenaciously. The texturised nylons are attempting to mimic this phenomenon, but so far with only partial success. All nylons rely on a continuous film of flexible plastic (such as neoprene or the more suitable polyurethane) applied to the inner face of the cloth. With time this layer breaks

due to abrasion and starts to leak. Both nylons and canvas can be reproofed with proprietary compounds such as Rainex, but the nylons never regain their initial good waterproofness.

Seams seem to provide the most difficult area to waterproof, containing as they do a discontinuity in the cloth. The seam will need sealing with a light wax. Look for generous flaps around the pocket closure and check that the main compartment is sealed with varying sizes of load.

All major stress areas should be reinforced by additional stitching and possibly the use of extra materials in area of high wear. A closely-spaced stitch, say at least three per centimetre, is desirable; as is the hemming or binding of exposed edges which would otherwise quickly unravel.

## A personal opinion

Panniers now come in an amazing variety of materials and designs. But this profusion is confusing many tourers interested in buying panniers, especially their first. In compiling this report, I relied on technical and sales literature, manufacturers, my experience in building and using panniers and chats with many tourers who were only too willing to describe the faults and attributes of their panniers.

From this exchange several points emerged which I feel need emphasising. Please keep in mind that these points relate mainly to long distance laden touring. This type of touring places most stress on luggage systems and provides the most illuminating insights. For fast, light touring, less attention need be given to the strength and durability of panniers.

### Safety

All panniers should have an easily attached 'lock' to prevent them bouncing off on sudden impacts with road irregularities.

Hooks must be rigid and of adequate strength.

All panniers should include reflective materials of a colour which provides good dusk visibility and high night reflectability. The green/yellow glass beaded material is overall the most conspicuous.

### Stiffeners

Overwhelmingly, the use of liftout stiffeners reduces the stability of panniers. As the fabric stretches the bag can rock back and forth. The use of a single long hook or slide mount (e.g. Eclipse) will reduce this instability. The smaller size of front panniers means that

the removable stiffeners may be acceptable if they are a tight fit.

Bolt-in stiffeners seem to combine the best stiffening with ease of replacement if damaged or worn.

### Wear

The reinforcement of areas/edges which contact the rack is to be recommended. This may mean using a different, more durable material or else placing additional material along the rubbed sections.

### Closures

Zipppers are relatively easy to overload if they are fitted to the main compartment. Buckles, straps and cords provide better weight transfer to the bag's support system when a lot of weight is involved.

Overlaps, closed by nylon cord, S-clips and cord locks seem to me the fastest and easiest way to gain access to the main compartment, although this makes the fitting of floating handles more difficult. A floating handle centres the load under the hand when the panniers are off the bike, making them less awkward to handle.

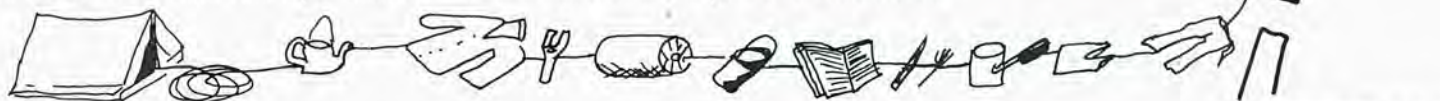
The compartment closing cord runs better through well-fixed, well-spaced eyelets than through the top hem. This makes it easier to close and reduces the wear on the material.

### Off-bike use.

Most panniers are used a lot for city carrying and thus need to be transported a lot off the bike. Provision of shoulder straps and handles makes panniers more adaptable and better value.

## A final note

*Freewheeling* would be pleased to hear about other panniers. The preparation of this report coincided with mail and telephone problems so there were difficulties contacting some people. We apologise for any bags not covered and would be glad to include details in future issues. We hope you make the right choice. We also hope you never find your load falling out the bottom of your panniers, days from any conceivable help.







## ALP SPORTS



- 270gsm Cordura reinforced with additional stitching at all stress points. A mix of colours (orange, blue, green etc) is on each pannier set. The bags are tapered toward the bottom.
- A Cordura fabric bridges the two panniers which are slung over the rack, saddlebag fashion. An adjustable shock cord loop running from two side tags provides tension to a wire hook which provides good security on the properly-sized rack, which is the standard type — Karrimor, Hantrade, Hiker-Biker or similar.
- The main compartment is closed by a heavy-duty nylon coil zipper with a single slider. There is a generous waterproofing flap. The rear pocket is secured by 25 square centimetres of Velcro along the rear edge. The lack of flaps at the sides may make this pocket less than stormtight.
- A removable plastic stiffener is used, held in a nylon pocket with a flip-over lid, useful for carrying flat objects.
- Four nylon tags are provided to strap gear on top. These can be used with a shoulder strap (not supplied) for off-bike use.

• Weight 740g; size 27.6 litres/pair (31 x 14 x 27 tapering to 19cm); price \$58.50. Available at a few shops.

- Cordura pack cloth with all exposed edges hemmed. Available in red and blue.
- The 2005 fits saddlebag-style and heavy-duty shock cords secure the panniers at the base. Because of the length of the panniers, they overhang the rear of standard racks and the connecting fabric and top buckles don't stop them sliding back and forth. This means that heel clearance at the loaded front pocket may be inadequate and so this will need to be checked on your bike.
- With the exception of the front pocket, all compartments close with single slider nylon zips. The front pocket, bevelled at the base, is designed for thin objects and closes with a flat Velcro seal. If overloaded or carelessly closed, the pocket could admit water.
- Enclosed in heavy-duty webbing, two dowel rods run parallel to and next to the rack at the bottom and just above it to provide a stiffening system. With a rack which can provide good support for them, the stiffeners are adequate.
- The top mounting straps can be used as a handle or low shoulder strap, but no attachment for a shoulder strap is made. Four nylon tags are provided to secure additional gear on top.
- Weight — 525g; size — 23 litres/pair (28 x 12 x 25cm), 40 per cent of the capacity is in the pockets; price — \$50.25. Distributed by Leisure Bikes.



## BELLWETHER 2005 PACK



## BUNYIP



- Bradmill 400 gsm Superdux. All edges trimmed with nylon bias binding. Well sewn.
- They employ a shock cord attachment with adjustable tensioner and alloy die-cast mounting hooks. The panniers mount separately. Bunyip Lock Velcro strips loop around the rack and ensure the panniers will not bounce off.
- The main compartment uses a nylon draw string running in steel eyelets set in the top edge to close the bag. The side pockets use Velcro sealing the whole edge. The top flap is secured by nylon webbing straps fitted through double D-rings at the pannier base.
- A 1.5mm stiffener is bolted to the mounting hooks with reinforced pop riveting towards the base.
- A floating handle centres the load under the hand. The bags clip together for use with a shoulder strap.
- Rear and side-facing reflectorised tape.
- Weight — 1 650g; size — 48 litres/pair (30 x 14 x 30 tapering to 19) 25 per cent of the capacity is in the pockets; price — \$64. Shoulder strap \$5. Available by mail or in person from Calypso Cycles.

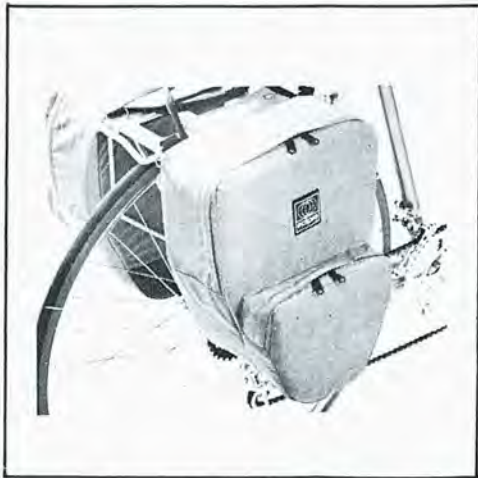


- 270gsm orange Cordura fabric. Well sewn.
- The Eclipse rear panniers all feature the slide mount system. A 20cm polypropylene track sewn to the pannier slots into an aluminium channel which attaches to a standard rack. The bag is kept in place by plastic snaps and sway is contained by a small rod which bolts to the dropout.

- Both compartments open with double-slider nylon zips and have adequate rain flaps.
- A removable corrugated plastic stiffener is fitted into a pocket along the wheel side of the pannier.

- A large carrying handle is sewn into the top flap and D-rings are provided for use with an optional adjustable shoulder strap. The panniers clip together for use as travelling luggage.

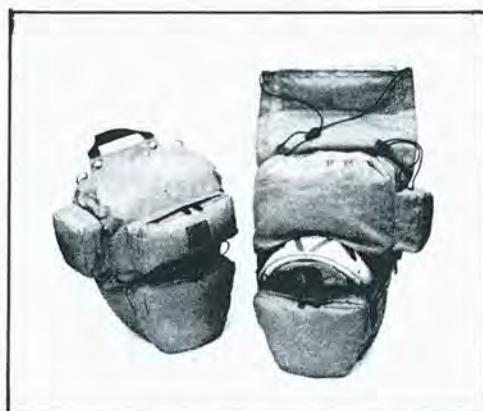
- Weight — 955g including the slide mount fittings (if you have an Eclipse slide mount rack, this would save about 250g); size — 26.4 litres/pair (35 x 23 x 27cm), 18 per cent of this is in the pockets. Price — \$71.50 including rack fittings. Available from a few shops.



**ECLIPSE STANDARD**



- Orange 270gsm, Cordura fabric. Well sewn.
- Eclipse slide mounting system ensures the panniers can't bounce off.
- The Transcontinental is practically a pannier made of pockets with the large compartment capable of being subdivided with a zippered flap. Access to the bottom is via a double-slider zipper set half-way down the main compartment on three sides. The main compartment closes with a nylon cord running in the hem, emerging through an alloy eyelet and held by a quick release plastic cord lock. All other pockets close with double-slider zips. The main compartment flap is secured by a nylon loop that clips onto



**ECLIPSE TRANSCONTINENTAL**



two lower S-rings and is tightened by a cord lock.

- The same stiffening system is used as on the standard panniers. The long-term viability of corrugated plastic as a stiffener is questionable.

- D-rings, optional carrying handle and optional shoulder straps provide for off-bike use.

- Weight — 970g/pair; size — 35.2 litres/pair (35 x 12 x 27 tapering to 12cm). Pockets make up 40 per cent of the volume; price — \$111.50. Available from a few shops.



**EDRAE**

- A heavy-duty (about 320gsm) nylon packcloth that reportedly is 50 per cent stronger than the standard 270gsm nylon used in most panniers, yet lighter than cotton duck. Reinforced at stress points by additional sewing, the edges are all bias bound.

- A solid rubber loop, with press-stud adjustment, provides tension. Two deep stiff wire hooks, braced by triangular plates riveted to the stiffener, provide good support for the load. Unusually, the bottom hook is a snap lock that cannot come off. This could be dangerous as it prevents a dislodged pannier from falling clear of the wheel.

- A small carry handle, riveted and sewn to the wheel side provides for off-bike use. The main compartment closes with nylon cord running through brass eyelets. The back pocket closes with a nylon zipper. The main flap is secured with buckles on nylon straps.

- Weight — about 1 000g; size — about 38 litres/pair (28 x 13 x 40cm), 16 per cent of capacity is in pockets; price — \$59.00. Available from certain shops, write to E.R. Griffith for a list.

**HANTRADE STANDARD**





## HANTRADE STANDARD

- Lightweight (about 230gsm) yellow pack cloth, sewn with poor quality thread which tends to break easily.

- The panniers mount separately, each has two metal hooks at the top. Tension is provided by an elastic band and hook at the bottom. This means the panniers are not mounted very securely.

- The main compartment is closed by a drawstring through eyelets and is waterproofed by an overflap locked down by buckles attached to the bottom seam. The cover seems adequate although the cloth is the least water resistant I know. The rear pocket is closed by a zipper.

- Weight — 500g; size — 38 litres (28 x 13 x 40cm) 16 per cent is in the pockets; price \$38.50; availability — most bike shops. Distributed by Hanley Trading.



## HIKER BIKER STANDARD

- 270gsm nylon packcloth — red — urethane coated with exposed edges covered by edging tape.

- Two heavy-duty plastic clips fit onto the rack and a thin shock cord provides tension to a small pressed metal hook. No adjustment is provided for. A nylon strap buckles around the seat stay to prevent sway. A similar system across the top of the rack prevents the panniers bouncing off. Two buckled straps, if run under the rack, ensure the panniers don't dislodge.

- The main compartment, extending to 45cm, is closed by a nylon cord running inside the top hem. Emerging through a brass eyelet, it is secured by a cord lock. The top flap buckles down to two tapes sewn to the bottom seam. A good rain-proof flap zippers over the rear pocket.

30 FREEWHEELING

- A thermoplastic stiffener is riveted through the wall nearest the wheel onto the hood and bottom seam. This wall is made of a more durable heavy textured nylon.

- Weight — 900g; size — 50 litres (45 x 30 x 16cm); price — \$66. Available from most specialist touring shops. Distributed by Outdoor Life in NSW and Qld, Richards McCullum in Vic, Tas and SA. Note: These panniers will soon be available in Early Warning reflective fabric. This uses a coating of glass beads to provide excellent night reflectivity.

luggage to be strapped on top.

- A 25cm square board is riveted through the wheel side material to stiffen that portion which overhangs the rear rack.

- The top part has two adjustable 5cm wide nylon straps to make it into a day-pack. These are additional to the attachment straps. Some of the adjusting buckles for the straps can interfere with arm movement close to the armpit.

- Weight — 1 000g for the bottom part, 350g for the top; size — 40 litres in the bottom (31 x 12 x 37 tapering to 28cm) and 15 litres in top (30 x 41 x 13cm); price — \$80.



## HIKER BIKER COMBINATION DELUXE

- 270gsm red nylon packcloth.

- This pannier consists of two parts, the bottom is similar to the Outdoor Life Budget rear panniers. A top section which is designed for use as a hiking pack zips onto the top of this. The bottom part slings over the rack, saddlebag-style and two straps under the connecting flap hold the panniers against liftoff. They are difficult to get at and the bulky nature of the bag makes it difficult to attach and prevent it rubbing on the wheel. It seems easiest to strap it on empty then fill the bags and do up the seat stay buckles. The top section zippers onto the bottom one or attaches to the rack separately using two long straps to pass under the rack, encircle the pack and buckle on top of the pack.

- Each side compartment of the bottom section closes with a zippered rain flap. The top part closes with a nylon zip around three sides. Four lugs allow more!



## KARRIMOR STANDARD REAR

- 270gsm nylon packcloth/400gsm cotton duck/315gsm KS100e. This last, a new fabric, is claimed to be as strong as the standard nylon but with a more



durable proofing and a greater abrasion resistance.

- A shock cord system secures the separate panniers to the bottom of the racks, with three D-rings to adjust tension. The top hooks of pressed steel are known for their ability to unbend or snap. A buckle used to secure the two panniers together off the bike can be used below the rack to ensure the panniers will not dislodge and reduce the strain on the hooks.

- The main compartment is drawn closed by a nylon cord running through alloy eyelets. The rear pocket is now tapered on the synthetic models so that it cannot flap into the spokes if overloaded or empty. The cotton model uses a straight-sided rear pocket and a buckle closure, the others use a nylon zipper. Straps are long enough to permit access to the main compartment without unthreading the buckles.

- The card stiffener has proved less than satisfactory, but the redesign of the rear pocket may reduce this problem. The stiffener is riveted at the top and fits into a small flap at the base.

- A hand strap is riveted and sewn to the wheel side for off-bike use.

- Weight – nylon 920g, cotton 1 000g, KS100e 1 350g; size – 38 litres (28 x 13 x 40cm) 16 per cent is in the pockets; price – nylon \$73.50, cotton \$60.75, KS100e \$80. Availability – most bicycle shops. Distributed by Outdoor Agencies.



### KARRIMOR IBERIAN

- 270gsm red nylon packcloth or 315gsm KS100e.
- Same securing system as the standard Karrimor rear panniers.

- The Iberian is the largest Karrimor, and it is similar to the standard with the addition of a 155gsm nylon sleeve at the top of the main compartment. This closes with a nylon cord running in the hem and held by a cord lock. The top flap has elastic sides to ensure a good waterseal with the largest possible loads. Buckles and long nylon straps secure the lid. The rear pocket is bevelled and has a single-slider zip.

- Similar remarks apply as for the stiffener in the standard panniers. The wheelside face is PVC to resist abrasion.

- A floating handle which can only be used with the flap buckles done up is provided. The bags clip together for off-bike use.

- A rear reflective strip is provided.

- Weight – nylon 900g, KS100e 1350g; size – 45 litres/pair (opens to 53cm) 10 per cent is in the pockets; price – nylon \$95.75, KS100e \$99.95.



### OUTDOOR LIFE BUDGET

- 270gsm nylon packcloth, well sewn despite the price. All edges trimmed with plastic tape.

- Pannier attachment depends on three independent nylon straps and tensioning buckles. The panniers sling across the rack, saddlebag-style. One set of straps parallel to the bike holds the connecting flap down, the second set adjusts the separation for different rack sizes, sway is controlled by a third set which closes around the seat stay.

- A single large tapered compartment on each side of the rack is closed by a single-slider nylon zipper. Good waterproofing flaps.

- The plastic stiffener is press riveted to the four edges of the wheelside face.

- The top attachment straps can double as a hand carrier or a short shoulder strap. A shoulder strap could be fitted to the four tags provided.

- Weight – 500g; size – 27 litres/pair (31 x 16 x 31 tapering to 19cm); price – \$40. Available at most touring shops.

### TIKA



- 500gsm Birkmyre canvas.

- Shock cord system passing through a lower nylon band prevents swaying away from the rack. Two heavy-duty wire hooks are hung from a nylon web riveted to a band of canvas which runs along the rack face of each pannier. While strength is adequate, this type of attachment is inclined to break the band stitching and cause the panniers to rock about.

- The main compartment closes with a nylon cord running inside the hem of a 155gsm nylon extension that opens to 48cm. The cord is tightened by a cord lock. The pockets at the rear and on top of the flap close with zips. The flap attaches to two side S-clips via a nylon cord which is tightened by a cord lock. Underneath this flap is a 155gsm nylon pocket (30 x 30cm) suitable for maps and the like.

- Stiffener is a semi-rigid plastic sheet inside a nylon pocket which provides storage for flat items.

- Each pannier has a small hand strap and a D-ring for shoulder straps (not provided).

- There is a 2.5cm diameter red reflector on the rear pocket.

- Weight – 1600g; size 44 litres/pair (48 x 13 x 34 tapering to 22cm); price – \$79. Available at specialist touring shops.

### MANUFACTURERS OR DISTRIBUTORS

Note: these are not retail suppliers and will not sell direct to the public. Write to them or ring to find out the name of your nearest dealer. Calypso Cycles is the exception, being the retail outlet for Bunyip.

Alp Sports, PO Box 553, Christchurch, New Zealand.

Calypso Cycles, 179 King Street, Newtown 2042. Ph: (02) 519 8002.  
Eclipse, PO Box 7370, Ann Arbor, Michigan, USA 48107.

E.R. Griffith, PO Box 7006, Christchurch, New Zealand.

Hanley Trading Pty Ltd, 27 Raymond Ave, Matraville 2036. Ph: (02) 666 9675.

Leisure Bikes, PO Box 1026, North

Richmond 3121. Ph: (03) 861 6771.

Outdoor Agencies, 48 Queen Street, Alexandria 2015. Ph: (02) 698 3860.

Outdoor Life, 222 Pacific Highway, Hornsby 2077. Ph: (02) 476 5566.

Richards McCullum Pty Ltd, PO Box 14, Abbotsford 3067. Ph: (03) 419 4211.

Tika Land Products, 35 Nayland St, Sumner, Christchurch 8, New Zealand.



# The leather fetishist's guide to cycle touring – handlebar covers

Doug Thompson concludes his upholstery series.

## Creative Solution A

To many people the ideal bicycle is one that does not require any maintenance. To a limited extent it is possible to lower the essential maintenance time by using better quality materials than are normally provided, hence this continuing tirade about giving cyclists leather (not related in any way to the "give the man meat" bumper stickers campaign). Imagine never having to replace handlebar tape again! (as they say in those American style ads). Well it could be imagination, but leather handlebar tape certainly outlasts woven tapes by several years and resists the chafing and tearing that handlebar tape is heir to by being the main leaning prancing contact point of the bicycle.

The main problem with the leather tape is that longer lengths are required than the traditional cow is wont to grow. This tiresome failing of nature is easily rectified by cutting the longest lengths possible and sewing them together. With different dyes in the leather, this incidentally makes it possible to have two and three-tone colour effects, according to taste or lack of it. I have had good results with all kinds of leathers, though more supple hides and soft suede leather received better reports from the haphazard testing panel than the rougher grained hides when new. With time almost any leather becomes very comfortable provided it was not unacceptably thick to begin with. I wrapped mine over several earlier layers of woven tape and the grip is so soft and comfortable that I suspect the lowest layers are mulching into an early Devonian period peat bog deposit. Wetting leather tape before applying it will ensure a snug fit after drying.

## Creative Solution B

Cut two pieces of 2mm thick strong leather 57 x 7.5cm. Punch small holes along each long side of both pieces at 7mm intervals, then obtain a reel of thick waxed linen thread and insert the ends through the eyes of two straight upholstery or similar needles. Soak the leather in water for a few minutes. Begin lacing from the top of the handlebars, double stitching the first holes to anchor the leather, then proceeding with diagonal stitching as shown in diagram A. To avoid creating hand pressure points, face the seam forward – this means the lacing will finish up at the end of the bar with the seam facing inward (diagram B).

As you approach the brake handle, remove the bolt or nut attaching it but leave the handlebar clip in place (diagram B). If it is of the U-clip type, cradling a flanged nut, cut a slot in the leather the same size as the brake handle base. Lace the leather OVER the brake clip, then replace the brake handle. A narrow, long-bladed screwdriver is helpful to hold the flanged nut in position while rethreading the attachment bolt. If the clip is of the ring and protruding bolt type, punch a hole in the leather to accommodate the bolt and after lacing past the clip, replace the brake lever. Upon reaching the end of the bar, cut the excess leather off level with the bar end, or if thin leather is used, slightly longer to enable it to be wedged under the bar plug.

## Non-Creative Solution C

A leather car steering wheel cover at \$8-12 for a quality product is good value – beat a sword into a ploughshare by applying one to your cycle. Buy a smooth unornamented one, slice it at one of the seams, then proceed as instructed on the back of the packet.

When you start lacing, ensure that the sleeve is further in towards the gooseneck than required – hauling on the lacing to tighten it will pull the leather outwards a little. The results should be similar to solution B.

## Toe Clip Straps and Covers

### INGREDIENTS

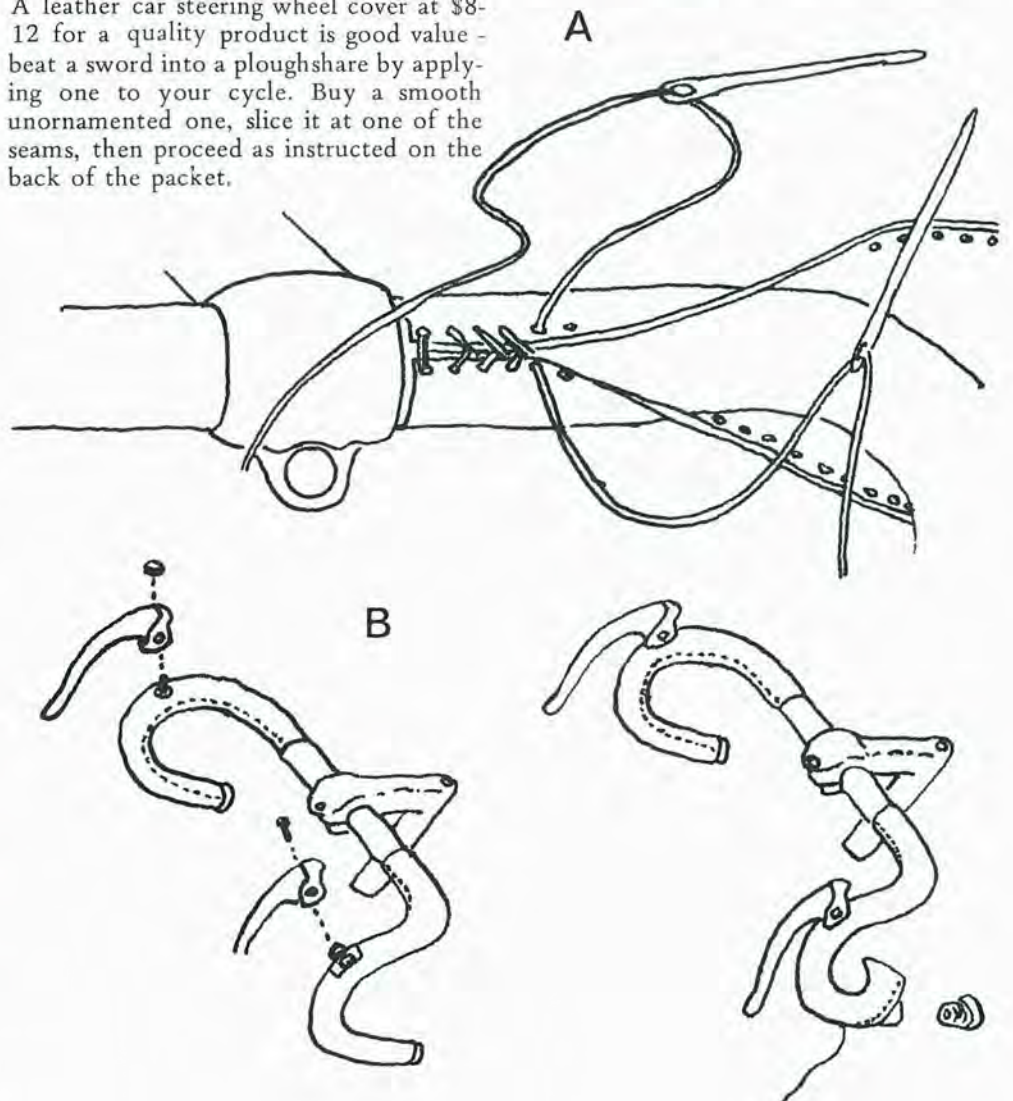
Bridle leather;

15 cm x 8 cm piece of light leather or scraps;

2 old strap clips or similar;

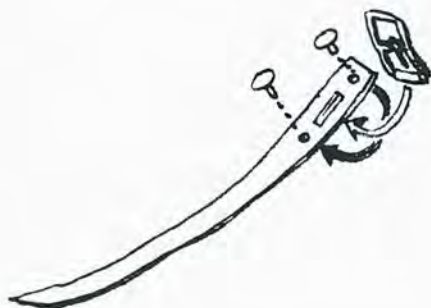
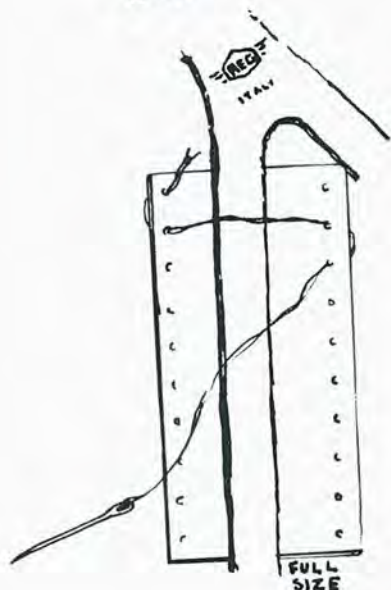
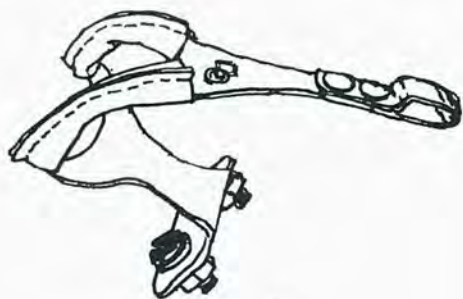
2 x 12 mm two-part rivets (the type that are set by hammering);  
braided nylon thread (for example Gutermann Polytwist).

Toe clips and straps have one main disadvantage apiece. The former chafe sandshoes. Straps on the other hand





more correctly, foot) wear thin at stress points and finally snap. Leather-covered toeclips rectify the first problem at considerable expense if purchased and at virtually no cost if made chez vous. Likewise with straps. A couple of clips from old straps, some bridle leather and two 12 mm two-part rivets and you can churn out cheap immensely strong straps ad nauseum.



A final note: leather needs periodic treatment and waterproofing. Respect its needs and it will repay you with years of trouble-free cycling.

And so here endeth the lesson on transportable leather fetishism, since society draws the line at the thought of the first pneumatic leather tyre with pig's bladder inner tubes.

This article and the ones in previous issues of *Freewheeling* first appeared in *Pedal Power A.C.T.*

# KESTING

frames  
for road, track  
and touring  
built on our  
premises

- A complete range of adults and childrens bicycles.
- A comprehensive selection of quality components to custom build your bike.
- Other fine frames also available.
- Expert repairs and after sales service.
- Home delivery service provided.



## WOOLY'S WHEELS

82 OXFORD ST, PADDINGTON Tel: 331 2671

Trading Hours: Mon-Fri 8.30am - 6pm. Thurs night till 9.00pm. Sat 8.30am - 2pm.



# CUSTOM BUILT

There's a CUSTOM BUILT cycle for you.

- Models approved to quality standards set by the Standards Association of Australia.
- Makers of a full range of Australian-made frames.
- Available from specialist bicycle shops.
- N.S.W. Office: Unit 12/66 Ashford Street, Milperra, 2214. Telephone: (02) 774 4600.

HEAD OFFICE: 25-27 Naweena Rd, Regency Park 5010. Tel: (08) 268 9044.





## Your head deserves the best

The choice of a cycle helmet has, until recently, been a difficult one with the best imported helmets prohibitively priced and cheaper helmets being of questionable head-saving value. No helmet on the market had passed all the test requirements of the rigorous Australian standard. A Victorian company, GUARDIAN, run by cyclists, started a two-year research program to design the perfect helmet. At the end of that time the sample helmets they submitted to Technisearch Ltd. for technical analysis passed every test equivalent to the Australian cycle helmet standard relating to design and performance requirements.

Because of these excellent test results, the helmet is currently being submitted to the Australian Standards Association for evaluation. It features a harder outer shell

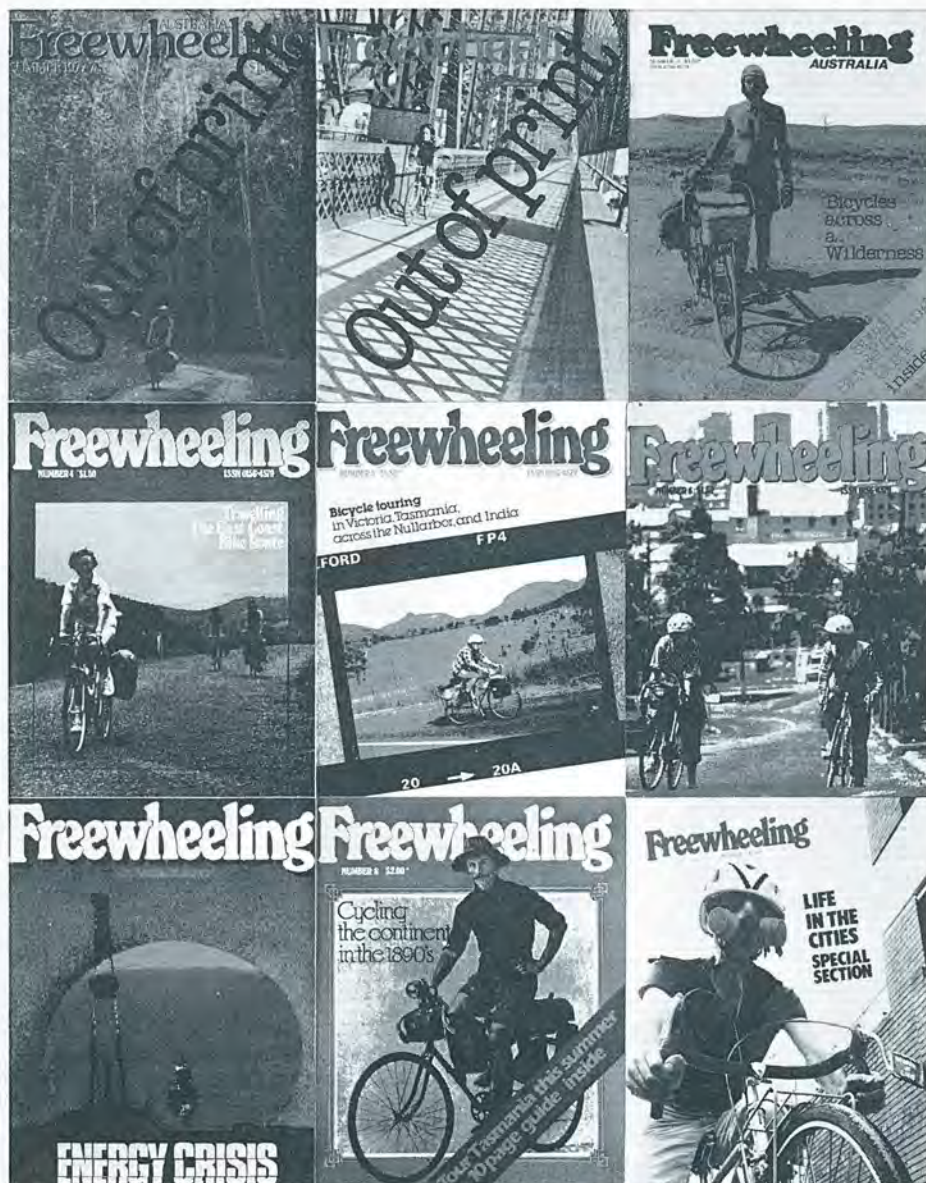
for impact dissipation, an impact absorbing liner, an efficient strap retention system and well-designed venting. The Guardian helmet costs only \$42.00\*, despite having a superior technical specification to helmets costing half as much again.

Guardian also researched safety vests, and naturally enough came up recently with a superior product. It is more reflective than the Taft, which Pedal Power recommended in 1978. The reflective strips are heat welded for durability, not painted on, and plastic coated so the vest is still effective in rain. The vest is cut long at the back for maximum reflective surface area, it is designed not to bunch on the shoulders and the strap retention system is very secure. The Guardian Vest costs \$11.95.\*

Trade Distribution in NSW, ACT, QLD: The Pedlar, P.O. Box 930 Canberra City 2601. Ph: (062) 48 8464

Distributed in VIC by Richard Bailey Pty Ltd, 1830 Malvern Rd, East Malvern. Ph: (03) 25 7114





## BACK ISSUES SPECIAL

Buy a set of back issues (Freewheeling 3 to Freewheeling 9 inclusive) for just \$9, the normal mail order price is \$15.50. The back issues are crammed with current information on touring, city cycling, history, maintenance and do-it-yourself guides. The first and second issues of Freewheeling have sold out already. Don't miss out on the others.

If you've had trouble getting recent issues, ask your newsagent or bicycle shop to hold you a copy as each issue comes out. If they have trouble getting copies, refer them to the appropriate distributor on the contents page of this issue.

Or, if you'd rather we landed in your mailbox, fill in the form at right and enclose your cheque or money order and post it to FREEWHEELING.

### Are you nomadic?

If you are, send us your new address, your old address and the approximate month you subscribed. If you don't know that date, tell us which was the first issue of your **CURRENT** four-issue subscription, please. Why all this? It speeds up processing and helps us avoid duplication of subscriptions and ensures that you get all the issues you paid for.

# Order form 12

your name \_\_\_\_\_

address \_\_\_\_\_

postcode \_\_\_\_\_

please tick

new subscriber ☐

renewing subscriber ☐

I enclose cheque/money order for the following:

please indicate number required in boxes.

### SUBSCRIPTIONS

- ☐ Local Subscription (\$6 for 4 issues — Starting Issue 13)  
☐ Overseas Subscription (see below for rates)

### BACK ISSUES

(Includes postage within Australia)

	\$	c
Issue 3	\$2.00	
Issue 4	\$2.00	
Issue 5	\$2.00	
Issue 6	\$2.00	
Issue 7	\$2.50	
Issue 8	\$2.50	
Issue 9	\$2.50	
Issue 10	\$2.50	
Issue 11	\$2.50	
Issue 12	\$2.50	

### SPECIAL OFFER

Issues 3 - 9 inclusive \$9.00

TOTAL

### OVERSEAS SUBSCRIPTION CHARGES

Overseas Surface Mail	\$A10
Overseas Air Mail	
NZ & PNG	\$A14
JAPAN	\$A18
USA	\$A20
BRITAIN	\$A21

Payment **MUST** be in the form of an overseas bank draft payable in **AUST-  
RALIAN** dollars.

Post this order form with your cheque or money order to:

**FREEWHEELING AUSTRALIA**  
**P.O. BOX 57, BROADWAY 2007.**



## TOURING SHOP ORDER FORM

No of copies	TITLE	Unit Price	Cost	
	Bicycle and the Bush	\$ 19.95		
	Richard's Bike Book	6.95		
	Travelling by Bike	2.50		
	Bicycle Wheels	2.50		
	Bicycle Frames	2.50		
	Spoke Calculator	5.35		
	How to Fix Your Bicycle	2.50		
	Bicycles Rand McNally	2.75		
	Bushwalking Pallin	2.50		
	Knots	1.95		
	Bicycle Notes	3.60		
	Blue Mts. Bicycle Guide	2.50		
	Bike Touring Sierra Club	10.50		
ADD	Postage			
	TOTAL:	\$		

Postage FREE on 10 or more books.

I enclose cheque/money order to value of above:

Send to:  
 Freewheeling Australia Publications  
 P.O. BOX 57  
 BROADWAY 2007

# Freewheeling



## TOURING SHOP

**Additions and Deletions to our Stock List.** With each new issue of *Freewheeling* you will notice that our touring shop stock list will alter. It is our policy to keep our stock list as tight as possible so that we may offer our customers the best availability and service. Some books from our last list have been deleted.

In some cases a popular item will become temporarily out of stock with our wholesale supplier/importer. If this affects your order you will be notified and given the option of an immediate refund or a wait until new supplies become available. In the case of popular stock which is listed as temporarily out of stock orders will be held until the item becomes available but a notification will not be sent. Customers ordering deleted stock from old lists in back issues of *Freewheeling* will be supplied if deleted item is still readily available. If it is not then a refund will be sent.

Use the order form provided (or a photocopy if you don't wish to cut your magazine) and send it with your cheque/money order to *Freewheeling*. Please allow four weeks for delivery. The reverse side of the order form is for *Freewheeling* subscriptions and back issues. Don't forget to fill out both sides fully if you are ordering magazines as well as goods from the touring shop.

**The Bicycle and the Bush**  
 by Jim Fitzpatrick.

Readers of this magazine will recognise the author of this just-released book. Jim Fitzpatrick has researched the use of the bicycle and the part it

played in the Australian bush. A must for bicycle history buffs of all ages. Discover your roots with this wonderful book.

Oxford University Press. Hard cover. \$19.95. Postage \$2.70.

**Richard's Bicycle Book**  
 by Richard Ballantine.

This handy book has been completely revised and is now a world best seller. Easily recommended as the bicycle book to own and use. Everything from choosing your dream bicycle to traffic jamming to maintenance, this book has it.

Pan Paperback. \$6.95. Postage \$0.80.

**Travelling by Bike**  
 by various authors.

A collection of articles/chapters by some now well-known bicycle tourers from the USA. Good solid info and lots of helpful hints and ideas. Some sections may seem a little dated but the overall message of this book will never grow old. A useful reference for any serious bicycle traveller.

World publications. Paperback \$2.50. Postage \$0.80.

**Building Bicycle Wheels**  
 by Robert Wright.

Small in size but large in content, this book describes clearly the method and theory of building bicycle wheels. The average amount of wheel building and truing costs saved in a year could easily pay for this book a few times over. Line drawings and step by step text make this book easy to follow and enjoy. There is no excuse for the mystique of wheel lacing and truing. This book has the answers.

World Books. Paperback \$2.50. Postage \$0.50.

**Bicycle Frames**  
 by Joe Kossack.

A companion book to the Bicycle Wheel book. This book is a brief description of the various types of frames and their construction. A must for the person who wants to know their machine.

World Books. Paperback \$2.50. Postage \$0.50.

**Sutherland's Spoke Calculator**

Use this slide rule-type calculator to work out spoke lengths for the various cross patterns, rim and hub types. An ideal companion to the above book.

B&W print on card, diecut. \$5.25. Postage \$0.40.

**How to Fix Your Bicycle**  
 by Helen Garvey.

A wonderful little book. Ms Garvey's



descriptions are accurate with a touch of humour. A good beginners book, especially valuable for ten-speed owners. Illustrated with line drawings.

Paperback \$2.50. Postage \$0.50.

**Bicycles: How they work and How to Fix them** — Rand McNally Publishers.

This technical-type manual is a general guide to bicycle maintenance. The text is especially supportive of novice repairers. Tools are well described as are some basic bicycle parts and jargon. Plenty of exploded diagrams and helpful information. Complicated manoeuvres are well illustrated with captioned photograph.

Paperback, magazine dimensions, cheap price \$2.75. Postage \$0.80.

## Camping

**Bushwalking and Camping**  
by Paddy Pallin.

A new and up to date edition of Australia's best and longest selling book on outdoor pursuits. Though a cycle touring section is absent it is still a mine of information on basic camping techniques. Great stuff Paddy!

Paperback \$2.50. Postage \$0.50.

**Knots and Splices**  
by Jeff Toghill.

This book's illustrated knot craft makes the possibility of losing your tent in a strong wind a remote chance. A popular book especially for would-be serious campers.

Paperback \$1.95. Postage \$0.50.

**Bicycling Notes**

A cycle touring log book which help you keep tour notes from getting mislaid and muddled up.

Softcover \$3.60. Postage \$0.80.

**The Blue Mountains** — A guide for bicyclists — by Jim Smith.

We are pleased to offer this excellent little book to our readers. It contains details of tours of varying lengths and grades in the Blue Mountains area as well as background info and advice.

Paperback \$2.50. Postage \$0.40.

**Bike Touring: The Sierra Club Guide to Outings on Wheels.**

By Raymond Bridge.

A much more comprehensive book from the author of the Freewheeling book. Packed with info on self-sufficient touring, covering equipment, planning, packing, skills and how to live and camp on the road. The price tag reflects the volume of useful material.

Paperback \$10.50 postage \$2.70.

## Bunyip Panniers

Superior products usually cost more. Bunyip Panniers defy that rule. There is no import duty. There is no wholesaler and no company rep. With cost problems solved we are able to use highest grade materials and spend hours making each pair of bags.

Long term, long distance, international tourers have designed Bunyip Bags. We were tired of imported brands, rack clips kept breaking, cardboard stiffeners were too weak, nylon wasn't waterproof, frayed material was damaging zippers, holes wore on the underside, off-bike portability was awkward.

Rear bags	\$64.50
Front bags	\$32.50
Handling/Postage	\$2.50

Take advantage of our experience. Send now for brochure with specifications or for bags to:

**CALYPSO CYCLES**  
179 KING ST, NEWTOWN  
2042. Ph: (02) 519 8002



**MANY HAPPY RETURNS**

*MSR are not just satisfied with the fact that their helmets rate No. 1 on test data. They want to see them back after they have been accident-used.*

*MSR offers free replacement for any of their helmets that have been used in an accident in exchange for the used helmet and the story behind the accident. This ensures that cyclists will always have the protection they deserve and gives MSR real data on helmet performance.*

*The Australian collection continues to grow and although some of the helmets may not look as nice as they did before their accidents, not one has failed and not one of the wearers has required medical treatment for head injury.*

*We are very proud of our collection of  
Many Happy Returns*

BIKETECH P.O. Box 152 Wallsend NSW 2287 Phone: (049) 52 4403



# **A.W.R. Deraillieur Pulleys**



With fully shielded precision ball bearings. One pulley of steel and one of durable nylon to suit all Shimano and Suntour deraillieur sets. (State which when ordering.)

Reduced friction, low maintenance, removable bearings for easy replacement, easy to install with no cones to adjust.

Send cheque or money order for \$16.65 postage paid to A.W. Roberts,

A.W.R. Cycle Products  
16 Belmont Road, Dapto, NSW 2530

## **CYCLISTS' ACCOMMODATION DIRECTORY**

The Directory is a list of people who offer simple hospitality to touring cyclists. Anyone on the list can stay with anyone else on the list.

Cyclists who use the Directory are asked to write or call in advance. They are urged not to drop in unannounced.

The first Directory has been sent to everyone in it. The next one will be printed in the summer.

To be listed, please send me your name, address and phone number(s). An indication of where you live (e.g. 35km SE Canberra; 5km W Sydney GPO) would also help. Enclose a self-addressed stamped envelope for your copy of the current Directory.

The Directory is printed and distributed privately and a small donation to help defray costs would be appreciated.

Rosemary Smith  
11a Edward Street,  
Balmain NSW 2041.  
Phone (02) 82 1478

## **BIMBERI – PADDYMADE LIGHTWEIGHT COMPACTNESS.**

- 40% lighter than most down bags of similar warmth.
- Half the volume when packed of most down bags.
- Fits into a front bicycle pannier with ease.
- Suitable for winter camping in most inland areas.
- A bag designed for the true lightweight traveller.



Weight – 1.0Kg.  
Construction – Box wall.  
Fill – 550g. 550 loft down.  
Packed size – 30cm. x 17cm.  
Shell – Ripstop nylon.

The Bimberi, and a full range of Paddymade equipment, is available from Paddy Pallin shops (Sydney, Melbourne, Canberra, Miranda and Jindabyne) and other Paddymade stockists, or write to 9/247 Rawson St., Auburn 2144 for our free catalogue.



**AUSTRALIA'S FINEST LIGHTWEIGHT OUTDOOR EQUIPMENT.**



# Tasmanian Touring Guide

reviewed by Warren Salomon



Weary cyclists shelter from a coming storm — Weldborough, East Coast Road.

For mainland cyclists weary of the heat and frustration of summer touring with its inherent traffic dangers, Tasmania has for some years been a place of refuge and enjoyment. Even at the peak of the holiday season, traffic on the main roads (with the exception of the Midland Highway) is low by mainland standards.

Until now, the problem facing most eager bicyclists heading south to the apple isle for a glorious summer has been the lack of good touring information. This seems to have been rectified with the release of *Cyclists' Touring Guide to Tasmania*, published by Pedal Power Tasmania.

The booklet was even printed by the group in Hobart and is the result of years of research. It details the most popular routes around the island and provides additional hard facts for the cyclist including small chapters on Weather, Food, Water, Accommodation, Transport (from the mainland), Hazards and Hypothermia.

There are 26 maps in two colours which show major hills, scenic points, and mention some dangerous bicycle-eating bridges.

Overall, Pedal Power is to be praised for the important work they have done and since publication of the first edition, most of the copies printed have been sold, so if you own a copy or can obtain one quickly, you will soon have collector's item.

The second edition promises to be more detailed than the first. Perhaps it is not too late to offer some constructive comments to aid the production (and for that matter, to aid producers of other guides) which will give the touring public greater access to an area.

Firstly, I would question the publication of maps if no new information can be provided with them. The maps in the first edition are very sparse and there are still a few cartographical errors, particularly with the method of showing hills. We at *Freewheeling* have wrestled

with this problem and agree that showing major hills is an important additive to any map a cyclist may use. However, the method used in the Tassie guide tends to clutter the clean lines of the routes shown. The real question in the case of this guide is whether to publish maps at all. Jim Smith, in his small (in physical size only) guide to the Blue Mountains of NSW has avoided the problems and pitfalls of basic cartography by writing his guide to be accompanied by a very good government map of the area. Pedal Power could well consider this approach for their second edition. The map they recommend is the government tourist map which is also used by the motor club and one or two petrol companies.

The cheapest method for a voluntary group doing this very important work would be to approach the Tasmanian Government for assistance to overprint specific details significant to cyclists onto the standard map and supply this folded with the new edition. The government map is multi-coloured and relief shaded, something the small guide, presently printed in two colours, could do little to improve on. Pedal Power could then devote its cartographic skill to making basic elevation drawings or hill graphs of the roads described which could be included with the text.

All Australians deserve a comprehensive guide to this wonderful island. Apart from the information in the first edition, other facts will have to be gathered before the second edition can be called comprehensive.

Accommodation such as natural camping spots, camping grounds, caravan parks, cheap hotels, youth hostels and guest house-type accommodation all need to be included. As well, any guide should detail food stores and stalls (where regular), banks, (Tassie has only a few of them) and points of interest on and just off the beaten trail. Eventually we might even witness the declaration of a Tasman cycle trail or series of trails covering the island.

All cyclists travelling to Tasmania to tour are urged to hunt down a copy of this guide or order a copy of the second edition. Also recommended is my article on the East Coast Road which appeared in *Freewheeling* 8. My maps have the same problems as the ones in the *Cyclists' Touring Guide to Tasmania* and if it is any help to the producers of the second edition, they are free to use any part of that article. It is far from comprehensive, but every bit of information helps.

*Cyclists' Touring Guide to Tasmania*, 64 pages paperbound is published by Pedal Power Tasmania and copies can be obtained before stocks run out by writing to them at 102 Bathurst Street, Hobart 7000 enclosing \$3 which covers postage. It is also available from certain bike shops and the Wilderness Centre.



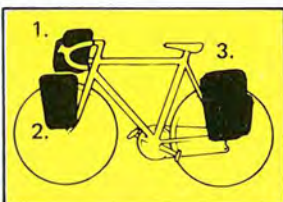
# karrimor World Touring Cycle Bags



## The World's premier range of Cycle Bags — Now available in KS-100e, the world's first material.

Developed for use in rucksacs, KS-100e is the world's first texturised **water-proof** fabric, karrimor's leadership in such developments and it's long history of producing quality Cycle Bags lead them to produce the KS-100e range.

It's superior performance and durability makes the KS-100e range ideal for all, from the Day Cyclist to the World Tourer.



### 1. BARDALE

The Bardale fits neatly onto the handlebars with support from the Barbag Carrier (separate item).

It is an ideal size and perfectly situated to carry camera, films, valuables and travel documents.

Over the past years, the Bardale has undergone much development and offers a number of important features.



1. Zip top flap, opening 3 sides.
2. Internal document pocket.
3. Detachable adjustable shoulder strap.
4. Reversible.
5. External pocket.
6. Shock-cord suspension system.

### 2. FRONT WHEEL PANNIERS

This popular model has one main compartment with a zip closure. There is an external map/document pocket situated on the outside of each Pannier which is easily accessible.

The two halves of the Panniers are connected by a fabric joining strip with an elastic inset under which gloves, etc. can be secured.

### 3. IBERIAN PANNIERS

The Iberian Panniers are the largest in our range. They have many special features, including an extension on the main compartment with drawcord closure, giving increased capacity and improved weather protection.

The flap is elasticated enabling it to fit closely over the Pannier, and is fastened by simploc buckles.

In addition, there is a large zipped rear pocket. The back panel is of PVC which gives added protection to the Pannier. A carrying handle is attached to the top of each Pannier and the two halves may be securely connected together as an added safety precaution.

### 4. UNIVERSAL PANNIER

This useful set can be carried on a front or rear wheel Pannier Carrier. The two halves are joined by velcro and press stud fastening, they can be separated enabling one to be used as a shoulder bag with the detachable strap provided.

The Panniers have a zip around main compartment with an additional front pocket.

The back panels on all KS-100e Panniers are PVC.

OUTDOOR AGENCIES. PTY. LTD.  
P.O. Box 135  
Beaconsfield,  
N.S.W.  
2015.

**IN  
KS-100e**